

# COACH

Issue 607 £1

**MART**

September 27 1990

**The leading weekly serving the coach industry**



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# Carlton P.S.V.

## STOP PRESS

**Our fourth refurbished Skyliner is now ready!** Re-painted white, in National Express Rapide livery, re-moquetted, re-trimmed, carpets, fully serviced, 71 seats plus rear hostess seat. Additional servery & cool box. Acceptable for Rapide work for a further 5 years. Cherished plates, Mercedes manual. £83,000. Stock No.9021. Further examples available shortly.

### NEOPLAN

**1988 Neoplan**, 77 seats, Gardner engine, ZF Automatic, radio/PA/cassette, TV/video monitor, VHS recorder, toilet, fridge, drinks. Stock No. 0021

**1983/4 Neoplan Skyliner**, 71-75 seats, Mercs V10 engine, 6 speed ZF gearbox, toilet, fridge, radio/PA, drinks machine. Stock Nos. 9017 to 9023

**1982 SKYLINER** (with cherished plates), Well preserved and maintained, very recently re-moquetted (blue) and resprayed (white), 71 recliners, Mercedes V10, 6-speed ZF gearbox, toilet, fridge, drinks machine etc. This vehicle has been in regular daily use — a very clean example. Stock No. 0004.

### AEC

**1977 PLAXTON EXPRESS**, 53 seater, semi-auto gearbox, Bristol dome, white/black exterior, autumn tint moquette. Stock No. 0006.

### VOLVO

**1984 Volvo B10M Berkhof Espirit**, power door, Webasto, curtains, carpets, radio/PA/cassette, MoT 27. **SOLO** No.0016.

**1983 VOLVO B10M Jonckheere P599**, 49 recliners, Telma, coffee machine, MoT Nov 1990.

**1980 VOLVO B58 Air/Leaf Dominant**, 12 metre, 53 seats, 48 recliners, 5 fixed, automatic gearbox, power door, tinted windows, curtains, side lockers, MoT Dec 1990. Stock No. 0012

**1980 VOLVO B58** 11 metre, 51 seats, Alpha power door, Telma, white livery, red moquette and MoT Nov 90. Stock No. 0014.

**1979 VOLVO B58** 12 metre, 57 seats (re-moquetted), Alpha power door, side lockers, livery white and MoT Feb 91. Stock No. 0015.

### MAN

**1982 SR 280**, 47 recliners, Sutrak air conditioning, 6 speed gearbox, o/s centre power door, o/s centre sunken toilet, driver's bunk, fridge, drinks machine, tinted double glazed windows, Rollo blinds, courier seat, Webasto and timer, seat back nets, headrest covers, wheel discs, driver's locker. Stock No. 0008

### SCANIA

**1986 Scania Berkhof Eclipse double deck**, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white. MoT April 1991.

### BEDFORD

**1981 Bedford YNT** 53 seater Plaxton, side lockers, autumn tint moquette, livery white blue/yellow stripes. Reconditioned engine, new MoT Sept 1991. Stock No. M9014.

**1980 Bedford PJK**, 29 seater, Duple Dom, red, moq, livery white. Stock No. 0007.

**1979 Bedford YMT**, 53 seater Plaxton, red/cream ext, red moq. Stock No. M9036.

### LEYLAND

**1982 Leyland Leopard** 12 metre Dominant, 51 reclining seats, double glazed, Telma, radio/PA, Bristol dome. MoT Feb 1991. Stock No. 9033.

**1982 Leyland Leopard** 12 metre Plaxton, 49 seats, semi auto gearbox, toilet, coffee machine, side lockers, new MoT 16.08.91.

**1981 Leyland Leopard Duple Dominant**, 53 seats, red moquette, livery white, new MoT 23.08.91. Stock No. M9012.

**1981 Leyland 11 metre Plaxton**, 53 (re-moquetted), X'Press, side lockers, grey/red moquette, new MoT 29.08.91. Stock No. 9013.

**1981 Leyland 12 metre Plaxton**, 49 recliners, cream exterior, Autumn tint moquette, new MoT 29.09.91. Stock No. 9010.

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**VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M**, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette, white+yellow/orange stripes.

**VOLVO 1984 (AUGUST) B10M PLAXTON PARAMOUNT 3500 12M**, 49 recliners, beige/red moquette, rear sunken toilet with continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired/boxed for TV/video, silver/blue.

**VOLVO 1982 B58 DUPLÉ DOMINANT IV 12M**, 53 recliners, brown moquette, tinted double glazed side windows, curtains, TELMA retarder, air/leaf suspension, automatic chassis lubrication system, cream + brown/grey reliefs.

**VOLVO 1981 B58 PLAXTON SUPREME 12M**, 49 recliners, brown moquette, toilet at nearside rear, power entrance door, tinted side windows, curtains, white.

**VOLVO 1980 B58 PLAXTON VIEWMASTER 12M**, 52 str. brown moquette, rear toilet, Bristol dome, power entrance door, white/blue/red.

**VOLVO 1979 (LATE) B58 PLAXTON SUPREME 12M**, air/leaf suspension, automatic gearbox, TELMA retarder, 51 recliners, autumn tint moquette, power entrance door, side lockers, all white.

**BEDFORD 1986 YNV DUPLÉ 320 12M**, 57 str., power door, grey/yellow moquette, tinted glass, cream/red.

**BOVA 1985 FUTURA FHD 12.280 Integral 12M**, 49/53 recliners, red/grey moquette, centre sunken demountable toilet, wired for TV/video, white+red reliefs.

**BOVA 1985 FUTURA FHD 12.280 Integral 12M**, 49 recliners, centre sunken toilet with continental door, red moquette, all white.

## QUALITY COACHES

**BOVA 1984 EUROPA III Integral 12M**, 49 str., beige/fawn/orange stripe moquette, centre sunken o/s toilet, continental door, wired for two TV. monitors+video, drinks machine, Webasto heating, courier seat, carpets, power door, all white.

**BOVA 1983 EUROPA II Integral 12M**, 49 str., (44 recliners + 5 fixed), red moquette, power door, courier seat, curtains, toilet, continental door, TELMA, Webasto, driver's fan, all white.

**BOVA 1982 EUROPA II Integral 12M**, 53 str., red moquette (48 recliners+5 fixed at rear), power entrance door, courier seat, curtains, continental door, white/grey/yellow.

**FORD 1984 R1115 DUPLÉ DOMINANT IV**, 53 str., power operated entrance door, tinted side windows, curtains, side lockers, autumn tint moquette, white.

**FORD 1983 R1114 PLAXTON PARAMOUNT 3200**, 49 E-type seats, brown moquette, TELMA retarder, side locker, white+yellow/orange reliefs.

## MOSELEY

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**SCANIA 1984 (AUGUST) K112 JONCKHEERE JUBILEE P599 12M**, 51 recliners, grey/orange moquette, centre sunken toilet, driver's berth, TELMA retarder, wiring TV/video, water boiler, power entrance door, white.

**DAF 1984 SB2300 DHS JONCKHEERE JUBILEE P50 12M**, 49 recliners grey/blue moquette, toilet, water boiler, fridge, wired for TV. + video, white/duo blue.

**DAF 1983 (AUGUST) SB2300 DHS JONCKHEERE JUBILEE P599 12M**, 51 recliners, centre sunken toilet, Webasto heating, fridge, coffee machine, carpet, curtains, TV.+video wiring, grey/blue moquette trim, white.

**DAF 1983 DKFL VAN HOOL ALIZEE-H 12M**, 48 recliners, Autumn tint moquette, rear floor mounted toilet, continental entrance door, white/grey/red.

**DAF 1982 (AUGUST) DKTL PLAXTON SUPREME VI 12M** 53 'E' type seats, paramount front, double glazing, red/white/blue.

**LEYLAND 1985 TIGER 245 PLAXTON PARAMOUNT 3500 12M**, 51 str., autumn tint moquette (46 recliners + 5 fixed at rear), power operated entrance door, TELMA retarder, courier seat, curtains, continental door, provision for driver's berth, all white.

**LEYLAND 1984 TIGER 245 PLAXTON PARAMOUNT 3500 12M**, 50 recliners, courier, power entrance door, double glazing, brown stripe moquette, all white. CHOICE OF THREE.

**LEYLAND 1982 (AUGUST) TIGER 245 PLAXTON VIEWMASTER 12M**, 49 recliners, red/orange moquette, courier seat, power entrance door, tinted side windows, curtains, o/s/r sunken toilet, continental door, water boiler, fridge, wiring for TV. + video, grey/duo green.

**LEYLAND 1981 (OCTOBER) LEOPARD PLAXTON SUPREME 11M**, 53 str. recently retrimmed in grey/red moquette, power operated entrance door, cream/red.



# COACH

Issue 607

**MART**

September 27, 1990

**5 News:** Jobs may go at Bexleybus; UK operator buys first Ensign Elfin; Badgerline reveals Bristol traffic plan; South Yorkshire takes High Court action over MMC decision.

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**14 Fleet Update:** Grey Green selects Volvo for use in London; UK Eos gets a repeat order from Clevedon Motorways; a Leyland Tiger war veteran begins a new career in 'Civvy Street.'

**17 Diary:** Mealstop introduces you to Mildred Stonewall; the Gulf crisis helps two companies

**19 Letters:** Verite Baker attacked for supporting London coach parking ban; plus Nostalgia Corner.

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**29 Licensing & Legal:** Traffic commissioner praises a 78-year-old company director; Redferns of New Mills has its PSV operator's licence revoked.

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Grey Green adds to its fleet — see page 14



There was plenty of interest at RAI — see page 21



Mannion Coaches makes a little go a long way — see page 25

## COMMENT

**T**HE recession may not be with us officially, but the danger signs are there for all to see.

A recent spate of liquidations has centred mainly on companies heavily committed in the European tour market. However, the majority of coach operators have histories going back 25, 50, 75 or 100 years. Having been this way before they have risks spread in many baskets.

There is no substitute for a firm backbone of contract and service work which guarantees a healthy cash flow. As one operator told *Coachmart*: 'You won't get rich, but at least you'll stay in business.'

Flexibility of response is another survival trick. When one area of business fails, have something else up your sleeve.

By changing from a failing excursion service to extended autumn tours for the retired, a Yorkshire company has turned potential disaster into an Indian Summer. 'Bookings are looking healthy beyond Christmas,' he said.

Further north, local service initiatives have boosted turnover for a new Cleveland operator.

Introduction of traditional standards of service with clean reliable vehicles is paying dividends. Direct competition has been deflected by identification of unserved housing areas - customers let the competition go by.

This operator is looking forward to Christmas and the New Year. 'As the petrol prices shoot towards £2.50 and recession deepens car drivers will think again about going into town by car and paying silly carpark prices - it's cheaper by bus.'

Whatever the outlook, beware of the bottom line. As fuel prices lift off, so will your costs. Don't leave business decisions until it's too late.

**T**HE recent Autobus RAI show held some worrying pre-1992 warnings for both UK operators and manufacturers.

With the British market for new buses and coaches slipping almost relentlessly since 1980 and operators' margins being squeezed harder, selling into this country is becoming less and less attractive to European manufacturers. They are now making vehicles aimed at, and only affordable by, prosperous continental operators supported by state grants.

Conversely, few UK-made coaches and buses would stand a chance of selling in any volumes in Europe. Sadly, the few that could were not displayed at RAI.

If British builders are serious - as at least two major players have said they are - about selling into Europe, surely they should set out their wares in one of the premier European shop windows.



**STUART JOHNSON**



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## ■ COMPANY CLOSURE

# Almost 300 jobs likely to go at Bexleybus

TIME has run out for Selkent subsidiary Bexleybus, which is likely to close with the loss of almost 300 jobs.

The Bexleyheath garage has lost tendered routes in the area which kept 100 of its 106 buses in work. When the current contracts expire, so will the first of the London Bus companies to get its own identity and livery.

'The closure of Bexleyheath Garage has not been formally announced,' said a Selkent spokesman. 'But we'd be very interested to find any way in which it can remain in operation.'

Bexleybus was one of



*Bexleybus: may close after losing tendered routes.*

the first London Bus companies to assume its own identity, opting for a distinctive blue-and-cream livery and creating headline news when it launched.

But despite having

industry,' it has lost its contracts to London Central, Boro'line, Kentish Bus and Sidcup-based Transcity.

'The new contractors must be incredibly optimistic about future costs,' said Selkent managing director Bryan Constable.

The new contracts begin in 1991, and Selkent is hoping that it can meanwhile place many of the Bexleybus staff with the new operators. The vehicles, which include 32 two-door Titans, were owned by London Bus and will be reallocated.

## ■ INSURANCE

## New insurance package

COACH insurance specialist Hayman Jackson has announced its 1991 travel insurance package which it says improves three areas of cover at no extra cost.

Extra cover has been included for drivers in particular, and the policies offered include passenger insurance for up to £1 million in medical expenses abroad, cash, holiday costs and cancellation insurance, cover for vehicle breakdown, recovery and replacement, driver cover in most areas including sickness, replacement cost, personal effects and coach company documents.

You can contact Hayman Jackson on 0730 68222.

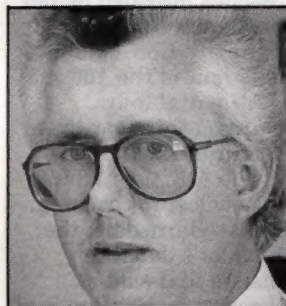
## ■ BUY OUT

# Len Wright takes charge at Q Drive

Q DRIVE managing director Len Wright is to buy out the majority share of former partner David Stewart using cash from the sale of Bee Line and Alder Valley bases.

Grandforce, holding company for City of Oxford Motor Services, will get Bee Line's High Wycombe business while Drawlane, owners of London and Country, will buy Alder Valley's Guildford, Cranleigh and Woking services when the deal is rubber-stamped.

Mr Wright says the move will strengthen Q Drive without expensive borrowing, at the same time ending conflict between himself and David Stewart who have been at loggerheads for some time over the



*Len Wright: buying David Stewart's shares.*

direction Q Drive should be taking.

'These transactions will not only satisfy David Stewart's objectives, but will do so without weakening the Q Drive balance sheet,' said Mr Wright.

The remaining parts of the Q Drive operation are Bee Line operations at Bracknell, Reading, Maidenhead and Newbury; Alder Valley services in Aldershot, Hindhead and Alton;

the expanding London Buslines company; and the AVE Berkhof dealership.

The new direction of Q Drive promised by Len Wright includes further development of bus, coach and travel interests, and hopes of a better year for AVE Berkhof with the help of former VL-owned Yeates man David Waterman.

● Drawlane's acquisition of the three Surrey AV businesses should not attract the attention of the OFT or MMC, says Len Wright

'They share the towns with established operators such as Tillingbourne, Safeguard and Blue Saloon, and there has never been any serious competition between AV and London and Country on bus routes,' he said.

## ■ RECEIVERSHIP

## Shearings opens new £3.5m centre

SHEARINGS has opened a new 7-acre maintenance site at Wigan and is inviting work from other operators.

The huge complex has everything from parking for 185 coaches, to workshops which can deal with any vehicle from a car to an articulated lorry. And now Shearings is looking for a direct return on its £3.5 million investment by taking on maintenance contracts.

'That was one of the major reasons for acquiring the new site,' said Shearings operations director David Wood. 'The new Lockett Road site provides us with less cramped facilities than Gower Street, which will be disposed of when Lockett Road comes into

operation around October 8.'

Mr Wood said the Miry Street head office remains unchanged, and there are as yet no prospects of building the engineering workforce at the new site at Bryn, just off the Wigan junction of the M6.

Facilities on the site place it among the best in Europe, with high security fencing, floodlights and electrically-operated gates. Cleaning for all parked vehicles is helped by air lines and mains sockets around the perimeter, and night cleaning is made easy by the floodlights.

Engineering facilities include a 22-bay area and ten pits, stores, full MOT facility, two spray booths, and dust-free workshops for trimming and bodywork.



## ■ LIQUIDATION

**A L Moore boss says £50,000 would have saved company**

JIM Hitchen, managing director and majority shareholder of Sleaford-based A L Moore Ltd, claims £50,000 could have saved the Lincolnshire coach company from liquidation.

Blaming low rates for Moore's demise, Mr Hitchen said: 'In the final analysis if we'd put up prices by 10 percent overall we would have been OK.'

Warning other operators, he added: 'I was getting better rates than elsewhere. Too many are asking stupid prices and we tried not to. Recently I turned down a tour to Germany for £1,100. I got twice that on our own tours.'

Moore went into voluntary liquidation this month after 55 years of operation. Mr Hitchen took control two years ago after being associated with the business since 1957.

Troubled by eight month accountancy delays, he told *Coachmart*: 'When we got the 1989 accounts we realised the business needed a cash injection. Turnover increased by £129,000, but there was no profit. Sadly by the time we realised the problem we could not raise the money quickly enough.'

A seven day wait for the January to August 1990 financial picture

and an imposed overdraft limit of £20,000 compounded the problem.

Meanwhile an eleventh hour rescue bid by German business associate Renate Onnen failed through an innocent

misunderstanding. In German law liquidation can only happen if assets are in one place.

With good intentions she funded a last Moore coach tour to her Ganderkesee hotel, near Bremen. After ensuring that the passengers could get home she kept the 12 month old leased Scania K113/Paramount and made a misguided claim that she was owed money.

Mr Hitchen jumped to Mrs Onnen's defence: 'She was wrong, but she has been one ray of sunshine.'

Although her rescue attempt failed, 350 of Moore's customers have been guaranteed holidays in her German or Austrian hotels using coaches provided by her husband's coach company. Consequently only four of the 100 continental tours planned this year have been cancelled.

The A L Moore name is now lost to coaching. Eileen Barnsdale, the founder's daughter, insists that sale through liquidation is of the assets only.

## ■ TRAFFIC CONGESTION

**Badgerline's Bristol traffic plan is backed**

BADGERLINE has put together a £600,000 bus lane package for Bristol which it says will save £0.78 million in the first year and will solve some of the city's congestion problems.

The 'Jam Today, Jam Tomorrow?' proposals - presented in a stunning 40-page colour report - have already been welcomed by Avon County Council, the city council, passengers and pressure groups.

'Congestion is a growing problem in Bristol,' said City Line managing director Graeme Varley. 'Operating times are becoming stretched and reliability of bus services is affected.'

Badgerline-owned City Line admits the plans will bring it direct cash benefits, but says it will plough any extra profit into vehicles and staff rather than immediately co-funding the scheme. Mr Varley pointed out that the research and the report alone have costed Badgerline around £100,000.

'If we are given better operating conditions than we have at the moment, we will get more profit. We are prepared to directly re-invest this in additional peak capacity, including



*City Line managing director Graeme Varley: plans to put extra cash into vehicles and staff.*

bigger buses.'

Mr Varley says he does not expect a repeat of the problems of drivers parking in bus lanes: 'This could be a problem, and there will, of course, be an element of abuse, but I hope this won't be serious.'

'The bus lanes will be a carrot rather than a stick. Motorists alongside them will see the benefit when a bus passes them.'

Light Rail Transit plans for Bristol will cost ratepayers £75 million, so the £600,000 for the Badgerline

proposal is seen as a drop in the ocean by Badgerline and by pressure groups.

Plans include bus lanes, bus-activated traffic lights, and other measures such as park-and-ride - the latter having already been taken up by nearby Bath, whose council is believed to be investigating three sites near the city.

The research identified congested sites, measured traffic flow at peak times, and calculated the technical feasibility of bus priority.

## ■ SCHOOL CONTRACTS

**Swallow Coaches denies Ipswich school contract link**

DAGENHAM-based Swallow Coaches says it had no business interest in ill-fated Swallow Travel, which operated school contracts in Ipswich for just a week before losing them.

The long-established operator, registered as Safeway Coaches Ltd, hired vehicles to an unconnected set-up in Stowmarket and was surprised when a version of the trading name appeared on its publicity material.

'The partners running the firm said they thought it was a

**Sip coffee on a luxury coach as you**

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Swallow Travel  
A Company Profile

good name and thought we wouldn't mind,' said Safeway Coaches' Kevin Webb. 'We had agreed to hire them two coaches for a fortnight each, as allowed under O-licence regulations. But that was our only involvement.'

Mr Webb said his company had no interest in setting up an operation in Stowmarket, or in local school bus contracts: 'Our operation is based on private hire in the London area,' he added.

The Suffolk entrepreneurs

had claimed in local newspapers that they would set-up a commuter express route to London using a new Setra. They were pictured in a newspaper article with Safeway's vehicle which the caption said was theirs. They were unavailable for comment when *Coachmart* went to press.

The men claimed in the East Anglian Daily Times that commuters would pay up to £1,900 a year for the commuter coach run, but they did not buy the vehicle.



## ■ NEW VEHICLE



The Elfin, the right hand drive model of the 9.2 metre Charisma: bought by Hamiltons of Uxbridge.

## UK operator buys first Ensign Elfin

ENSIGN Bus Services sold the first midi version of its Yugoslavian-built Charisma coach to a UK coach operator at last week's Autabus RAI exhibition in Amsterdam.

The first right hand drive model of the 9.2 metre Charisma, called the Elfin, was bought by David Bennett for his Hamiltons of Uxbridge operation.

Mr Bennett, who already runs two full length Charismas, also ordered another two 12 metre versions at the show for delivery next March.

Ensign's Aubrey

Martin said the new vehicle would now be sold by Ensign into the UK from its Purfleet base and into the continent by its associated European sales operation in Bruges, Belgium.

The new 9.2 metre Elfin carries a price tag of £71,750 compared with the Charisma's £86,885.

Designated the S.311 by the makers FAP Famos, the Elfin is fitted with 39 seats. Power is supplied by the Mercedes OM441 engine producing 225 bhp and driving through a ZF six speed gearbox.

The rest of the specification is the same as the 12 metre Charisma, which includes full air suspension, Mercedes front and rear axles, double glazed side windows and Blaupunkt radio/cassette/PA system.

● Ensign also claims it will be selling a Famos-built single deck service bus in the UK by early next year. Few details are currently available, but it would be Mercedes-powered and 'competitively priced.'

● RAI report pages 21 and 23.

## ■ ANNUAL REPORT

## Stagecoach profits soar

STAGECOACH Holdings has announced profits almost 44 percent up on last year's with turnover increased by 167 percent.

Acquisitions in 1989/90 contributed to the £98.3 million turnover - just £36.7 million in 1988/89 - and produced £4.2 million profit against the previous 12 months' £2.9 million. Capital employed rose almost 20 percent from £20.65 million to £24.73 million.

'The exponential growth of last year will continue for the future but at a slower rate, as acquisition opportunities in the UK appear

overpriced at the present time,' said Stagecoach chairman Brian Souter.

'Stagecoach is, however, still actively bidding on several UK companies and we are particularly excited about our new opportunities for expansion in North America.'

Shareholders saw basic earnings drop from 14.2p per share to 9.5p. Profit on turnover is around four percent... short of Stagecoach's aim of 10 percent but acceptable in the current bus industry climate.

The annual meeting will be held on October 29 at the Perth headquarters.

## ■ LIQUIDATION

## Midland Fox rescues Antler holidaymakers

MIDLAND Fox coach subsidiaries have rescued the holidaymakers stranded on the Continent by insolvent Rugeley-based Antler Holidays.

The rescue operation was mounted at the parent company's expense and used coaches operated by Tellings Golden Miller, Melton Mowbray-based Fairtax and Shelton Osborn of Wollaston.

'Unfortunately Antler were not members of the BCC's bonded holiday scheme,' said Midland Fox managing director David Martin. 'The consequences for these stranded holidaymakers, many of whom were pensioners, were extremely serious. They were faced with full hotel bills and the costs of travel home.'

'As members of the BCC scheme, although with no legal requirement to provide financial and other assistance, we felt we had a moral obligation

to undertake this rescue mission for the good of the whole industry.' Mr Martin added that the coach industry had not been getting a very good press recently.

● A liquidation meeting has been called for Antler Holidays at Lichfield Civic Centre for 11 am on Thursday October 4.

A list of more than 3,000 creditors is held by P&A's liquidator Henry Hayes, but about 2,500 are would-be holidaymakers who may now lose their money. Main creditors are hoteliers.

Antler's fleet of 18 vehicles, including vehicles on lease and hire purchase, have all been re-possessed by such financiers as Close Asset Finance and Anglo Irish.

'Assets are few and far between,' said Mr Hayes. 'Whereas assets amount to a few thousand pounds, liabilities are at least £0.5 million.'

## ■ MARKETING

## Fox forms marketing division

THIS week Midland Fox formed a marketing division, Ambassador Royale, for its five coach subsidiaries.

Tellings Golden Miller, Fox Hound, Melton Mowbray-based Fairtax, Blands of Stamford and Wollaston-based Shelton Osborn will use Ambassador Royale to co-ordinate the sales and marketing activities for tours, holidays and weekend breaks.

It will sell seats on

touring coaches, but will not become involved in private hire, contract and day excursion work. Subsidiary companies will retain autonomy for such work, and will continue to separately tender for local authority contracts.

Ambassador Royale has been launched with a short programme of winter breaks. Its 1991 summer brochure will be released later this year.

## ■ RECEIVERSHIP

## ABTA bans Exchange holidays

ABTA has banned the sale of holidays by Exchange Travel after the 100-year-old firm was put into the hands of High Court appointed administrators Arthur Anderson.

ET's 128 outlets were closed as ABTA offered refunds to 100,000 holidaymakers. Both Co-op Travelcare and AT Mays are negotiating with Anderson to acquire part of the defunct travel company's business.



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## ■ PEOPLE

## Top trio ride in

RIDER Holdings, new owner of Rider (York), has appointed three people to support newly-installed managing director David Marsh.

John Dixon (44), from Tyneside, is the new operations director. He has worked in the bus industry for 17 years and previously held positions with Crosville Wales and National Express South West.

New company secretary and accountant is John Drury (31), formerly finance director with the Reynard group.

Paul McGowan (28) joins the team as the new finance director after leaving Leeds-based Yorkshire Rider where he was financial services manager.

David Marsh welcomes the new appointments. He said: 'We now have the senior team in place which enables us to provide the public of York with the bus services they need and deserve.'

'We are looking forward to the results from the extensive market research exercise currently being carried out in the city which helps us to plan out a network of services to achieve this.'

## ■ PEOPLE

### Financial director is appointed

LANCASTER City Transport financial director Ian Bevan - who is to join Greater Manchester Buses - is to be replaced by former Bowater Group man Robert Morpeth.

Mr Morpeth, from Formby, is expected to take up the appointment next month.

## ■ MERGERS

# South Yorkshire goes to High Court over MMC order

SOUTH Yorkshire Transport is to defy the Government's instruction to sell parts of its business by taking the Monopolies and Mergers Commission through the High Court.

The company accuses the MMC of operating outside of its jurisdiction, and claims its investigation targeted the wrong area.

SYT finance director Mike Pestereff said: 'After taking legal advice, the company and the South Yorkshire Passenger Transport Authority agree that the MMC report is unsound. An appeal will be in the interests of the South Yorkshire people and the bus industry as a whole.'

The appeal is an application to the High Court for leave to apply for judicial review, and was lodged with the



South Yorkshire Transport: accuses MMC of operating outside its jurisdiction.

High Court a fortnight ago. It claims the MMC has jurisdiction only when 'a substantial part of the United Kingdom' is involved.

'The area investigated has only

about three percent of the area and population of the UK, and four percent of the bus mileage operated,' said a spokesman. 'While these proportions are significant, they are not

substantial, and the court is being asked to rule accordingly.'

An SYT spokesman was unavailable for further comment as Coachmart went to press.

## ■ MERGERS

## DTi blasted over Portsmouth demerger

THE chairman of the National Federation of Bus Users says the demerging of Stagecoach's Southdown and Portsmouth CityBus is 'irresponsible.'

The divestment of CityBus - forced by the DTi - will undermine passenger confidence, reduce profits and discourage investment in new buses, says the NFBU's Caroline Cahn.

'They propose to do this even though evidence presented to the Monopolies and Mergers Commission clearly indicated that bus users had suffered major disbenefits from the bus war which existed prior to the merger,' said Dr Cahn.

'Competition so often turns into a savage struggle for survival which damages everyone. We need sensible rules to prevent this sort of competition - for example, companies should not be allowed to

change services every five minutes nor should they be allowed to register services which exactly duplicate each other.'

Portsmouth CityBus owner Southdown and its Stagecoach parent declined to comment on

the impending sale of CityBus but a Stagecoach spokesman said: 'Caroline Cahn's comments have been drawn to our attention. She is not alone in her views, and many other user groups have made similar statements.'

## ■ IN COURT

## Bus driver fined after police chase

BUS driver Stephen Ford (36) from Blackheath drove a single deck bus at speeds of over 40 mph through an amber traffic light in Solihull town centre while being followed by a police motorcyclist.

Warwick Crown Court heard that Ford overtook a double deck bus, causing a car to swerve to avoid a collision and then braked hard, picked up a passenger at Solihull college and continued to drive off

at about 42 mph, still being followed by police officer John Gisborne.

Defending, Lee Masters said that Ford did not accept that he caused a car to swerve and he also denied crossing the amber traffic light.

He denied reckless driving but admitted a charge of careless driving and was fined £150, incurred five licence penalty points and was ordered to pay £200 costs.



## ■ DEREGULATION

# Irish calls for deregulation

# FOTO

IRISH independent operators are calling for deregulation of coach and bus services before 1992, and have prepared a report timed to coincide with a deregulatory bill being presented to parliament.

The report by the newly-formed Federation of Transport Operators says the Irish national bus company, CIE, collected grants of £IR 37 million in 1988, yet accumulated losses of £IR 25 million.

It says the systems of school contract allocation - in which CIE itself decides which will be offered to independents - is unfair and is costing the Irish Government money.

'A recent report on schools contracts was a complete whitewash,' said a FOTO

spokesman. 'It found that the Government was getting good value, but this isn't the case. The system is a quagmire.'

FOTO reports that CIE has saturated competitors many times, and there is no government control of anti-competitive practice. On some routes, CIE is charging less than cost with its fares, and one express coach route - Rosslare-Dublin - generates only 63 Irish pence per vehicle kilometre.

'The round trip would generate costs of £IR 473 and revenues of £IR 200,' says FOTO's pro-deregulation report.

'Fortunately, the Minister for Tourism and Transport, Seamus Brennan, has a European outlook,' said the FOTO spokesman. 'He is aware of our views and his reaction has been very favourable.'

He said the bill, due to be heard in the Irish Parliament next month, will propose the first radical changes to Irish transport policy since the Road Transport Act of 1932. FOTO chief executive Martin Cullen is due to meet Mr Brennan to discuss the report.

## ■ TRAFFIC CONGESTION

## Traffic talks to be held

THE Chartered Institute of Transport and the Institution of Highways and Transportation jointly host a conference on major problems of congestion at Centre Point, London, on October 29.

Roger Freeman, Minister of State for Public Transport, gives the opening address, after which various speakers, including Superintendent Martin Reeve of the Metropolitan Police and Professor M van Witsen, head of development at Netherlands Railways, will talk about problems ranging from reducing congestion to improving road signs.

There will be opportunities to put questions to the speakers and to a panel chaired by Mr W Newton, chairman of London Regional Transport. Further details from Leslie Aldridge, CIT Tel: 071 636 9952 or Fax: 071 637 0511

## ■ LONDON PARKING

## Cityrama's parking offer

LONDON-based operator Cityrama is offering 30 coach parking bays on its site... just five minutes from Victoria Coach Station.

The Silverthorne Road base - which also houses Limebourne Coaches - has been extended by taking on the lease of extra space on the British Rail-owned area near Battersea.

Parking includes the optional use of a buswash, toilet drop and servicing, with the site manned 24-hours a day. Basic rate for single vehicles on a six-month contract is £23 for up to 24 hours, the price dropping for larger numbers of vehicles. Details of the parking available are in this week's classified section of Coachmart, or by 'phoning 071 720 5971.

## ■ FIXTURES

## Prizes are up for grabs

OPERATORS with vinyl graphics in their livery design could pick up a prize and prestige at the 1991 Fasson Awards.

Coach owners have until the end of November to get their livery designer or maker to nominate them for the awards, which have two categories for coaches and buses and one for minibuses.

At stake in each category is the Fasson Star Graphics Trophy

and £250, with the chance to go on for a £1,000 purse and the Fasson Challenge Trophy for the overall winner.

Judging of the competition takes place in March 1991, but entries should go to Fasson UK as soon as possible using special nomination cards available from Fasson Warads, Tony Wing Associates, 30 St John's Lane, London EC1M 4BJ, Tel: 071 250 0931.

## ■ COACH



Renault FRI GTX: 1991 French Coach of the Year.

## Renault wins in France

THE FRENCH adore... the Renault FR1 GTX which has won the 1991 French Coach of the Year Award.

Disc brakes, ABS and a highly-resistant integral body-frame steel structure are its

main safety features.

Its suspension, precise steering, silent engine and comfort, were all popular with passengers.

At present, there are no plans to sell the FR1 GTX in Britain.

## ■ BUS SERVICES

## Cornish service is launched

REMOTE villages close to Penzance will be joined together thanks to The Rural Development Commission. It is helping out with a bus service to a new purpose-built surgery at Marazion by offering a grant towards the first year's operation costs.

The surgery has moved from its original position in the centre of Marazion to its new location on the northern outskirts of the town. Buses used to pass by, but now the nearest bus stop is a quarter of a mile away.

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# Make a note in your diary for the Industry's new Trade Show ....

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# Attractions should listen to the public



WHEN Betsy and I went to the Cadbury World preview, we were less than favourably impressed. I felt

there were few samples to offset against quite a high admission charge, the demonstration 'factory' (for there is not a real factory tour) we found contrived and the historical exhibition did

not have the dynamic interest which we had been led to expect.

The National Garden Festival (with Stephenson), RAF Hendon (with Churchill in its Battle of Britain

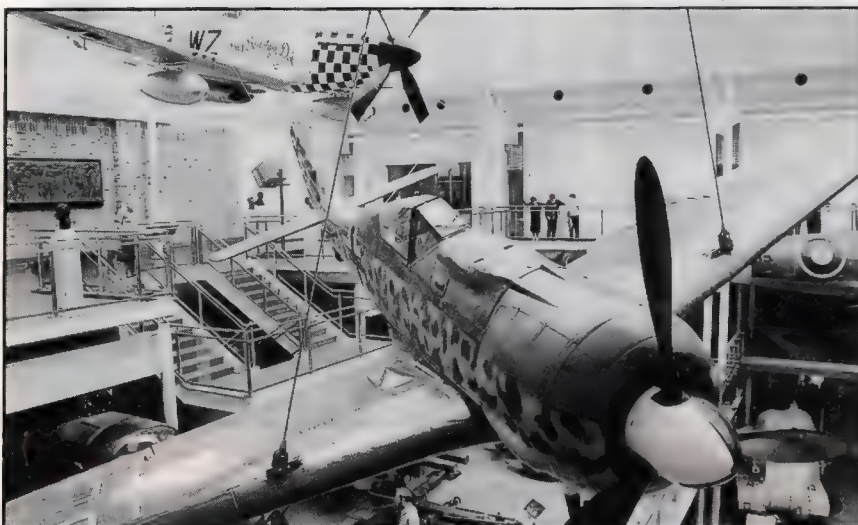
World.

I make the comparison with the NGF, the Imperial War Museum, RAF Hendon and the Photographic Museum with some purpose as all of these attractions are large, engaging and give value for money. One is free and others are cheaper.

I am quite unrepentant about being critical of Cadbury World, for Betsy and I, together with other operators there at the preview, made these points to those in charge.

Seemingly they have not been acted on as passengers on both private hires and excursions are complaining bitterly about the 'attraction.'

It is bad enough when customers complain to us about our services, but far worse when they complain, regarding the services which we pass on from outsiders.



*The Imperial War Museum: a good destination for coach trips.*

exhibition), the Imperial War Museum (in the Blitz Experience) and the National Photographic Museum at Bradford (with Lord Lichfield) have all employed the modern technique of photographically animated waxworks telling a story, with full facial movements, to a greater effect than at Cadbury

## Police must modernise

IT has been something of a rush to get this article written in time as Betsy and I have suffered the trauma of a domestic burglary.

As anyone who has had this experience will tell, it is quite a nasty shock to get home and find that someone has broken in and rifled the place.

But, although I am full of praise for the Police, who recovered most of the stolen goods and caught the villains within five days of the event, the Police themselves do contribute to the trauma.

We, firstly, had to leave the house exactly as the criminals had left it for 24 hours - it took that long for the forensic team to come and do the fingerprinting.

This, of course, involved one of us waiting at home all day for the Scenes of Crime team to arrive.

We then both spent two hours at the police station while an officer wrote out, in longhand, a statement, 90 percent of which involved copying a typewritten list of stolen items which I had given to him.

His hand-written

statement, supposed to be in my own words (which it patently is not) will then be typed up for presentation as evidence.

Most motorists have suffered the same experience at some time or another.

I can see no good reason why statements have to be written in police-ese, and the rigid insistence that they must, deter many an honest citizen from making a report to the police of any incident.

Perhaps someone can explain why it is not possible to insert into the body of the statement phrases like, 'as shown on the witness schedule attached' or 'the letter dated xx/xx/xx from the witness attached refers'.

In matters forensic, in transport and in most form of communication the police are well abreast of technology, but their written communication systems have changed but little since the days of Peel.

I would have thought it grossly wasteful of manpower, and it is certainly traumatic for the innocent 'victims' who have to comply with this outmoded system.

## Safety regulations must be enforced

IN this column on June 21 I expressed concern at the fact that I had suffered a spate of a certain make of speed limiter failing - and immobilising - the vehicle.

As well as being annoying and costly, I suggested that it was dangerous, if, for example, a limiter decided to lay down and die, taking the vehicle and passengers with it, in the fast lane of a motorway.

I am pleased to hear the company has in fact, taken this problem seriously and, within the next month or so, its new issue limiters will 'fail safe', i.e. should they fail the vehicle will be able to be operated normally.

At least one other reader too appears to have heeded my comments for I understand that another manufacturer is being sued by an operator for

costs incurred when a speed limiter failed.

The claim is for a considerable sum as the circumstances were such that the passengers had to have overnight accommodation.

So much for BSI and the kite mark of reliability! But is that standard not also supposed to apply to the installers?

I drove one of my vehicles recently and was staggered to find that it went up to 75 mph - according to the tachograph - which is way over the permitted tolerance in the speed limiter legislation.

Asking around the drivers, I discovered that this vehicle is known as 'The Flier' as it has been like this ever since the limiter was fitted.

The care, competence and compliance with BSI standards of the fitment agency has therefore to be questioned.



You've been buying...You've been buying...You've been buying...You've been buying...You've

# Double decks get busy in Hull

EAST Yorkshire Motor Services has taken delivery of six Northern Counties double deck bus bodies on Leyland Olympian chassis as part of its vehicle replacement programme.

Chassis specification includes Cummins/ZF driveline. The bodies are 10.3 metres in length, giving capacity for 85 seated passengers and nine standees. They are fitted with many Diptac features.

The buses will operate from the main EYMS depot in Hull on two busy routes to Hessle. Managing director Peter Shipp said: 'These routes are advertised as having Diptac fitted buses and there is a no smoking request on the top deck. We are using them on one group of routes to identify passenger reaction.'

An older Bristol VR has been suitably modified to provide a spare vehicle.

*Pictured taking delivery of the new vehicles from*



*Northern Counties sales and marketing director Ian Murray, are Godfrey Burley, group financial director of EYMS Group Ltd, and Ian Conyers, EYMS general manager.*

## Grey Green picks Volvo



GREY Green is using thirteen new East Lancs bodied single deck Volvo B10M-55s on London Regional Transport service 210 - Brent Cross shopping centre to Finsbury Park station via Hampstead Heath.

The EL 2000 design has been modified to suit Grey Green requirements for 10.3 metre length and commonality of major parts with its Alexander bodied

double deck fleet.

Specified for ease of manoeuvrability in central London the short length buses include Diptac features, 41 seats and space for 19 standees. Sallion sides and ceiling are covered in tan, cream and white Formica with seats trimmed in brown/orange moquette.

They also feature side and rear number blinds, and a split level entrance.



## Made to Measure up Regent's street

REGENT Coaches, of Whitstable, Kent, has taken delivery of its sixth Made to Measure coach.

The Mercedes Benz 609D joins two other Mercedes vehicles, a Sherpa, Talbot Express and Mazda - each completed to luxury specification.

The eight-vehicle fleet of small vehicles contrasts with Regent's fleet of 10 full-size coaches and five minibuses of two years ago. Minibuses have changed from being a sideline to the company's core business.

Run as a partnership of Conrad Regent and son Paul, the eight vehicles are used on a variety of work including private hire.

Paul Regent told *Coachmart*: 'Operating minibuses means I now sleep at nights and have holidays. I run the business - the business doesn't run me.'

Recalling the days of full-size coaches, he said: 'Minibuses were earning money, but the others were taking the money. The public were demanding the best but wouldn't pay for it. There are too many coaches for the work available.'

He is now adamant: 'I'm not going bigger. Driver turnover is reduced - there are no problems with the Ministry and turnover has remained the same and vehicle costs are less.'



e been buying...You've been buying...You've been buying...You've been buying...You've

# UK EOS gets repeat order

AS revealed in Maintenance Diary (*Coachmart* 602, August 23) Clevedon Motorways not only purchased the first UK EOS, but is the first UK operator to place a repeat order.

Both coaches are used on European holiday work for London-based holiday tour company Timescape.

Clevedon Motorways director Richard Langson experienced some teething troubles with the first coach - gauges, air conditioning, slow operation of passenger door. Otherwise he is happy with fuel economy and mechanical reliability.

He said: 'People going on

holiday deserve the best possible service which is why I have chosen to run a high-specification air-conditioned coach. The EOS meets our needs in terms of quality and reliability.'

The new coach has 53 reclining seats, centre toilet, tinted glazing and full air

conditioning. It is powered by a 345 bhp DAF ATi engine coupled to a ZF 6S-150C manual gearbox. Standard safety features include front disc brakes, integral retarder and anti-lock braking.

Clevedon Motorways is based in Clevedon near Bristol and runs 12 coaches.

## New task for Falklands veteran



AFTER receiving a battering as a member of the Falklands taskforce, this 1983 Leyland Tiger has been rebodied by Van Hool for a new career in 'Civvy Street'.

Edward Thomas Coaches of West Ewell, Surrey, purchased the Marshall-bodied MOD bus in 1987. The remains of the battle-damaged body were scrapped and the chassis overhauled with rebuilt 245 bhp engine.

General manager Ivan Thomas told *Coachmart*: 'At first we wanted Plaxton bodywork, but difficulties with product liability meant that we turned to Moseley for a Van Hool body. The chassis went to Belgium in September 1989, and the completed vehicle has just been received.'

The 53-seat Alizee bodywork is the first Van Hool in the Edward Thomas Coaches fleet. Ten years ago, several AECs were rebodied by Plaxton and the company had preferred a buy British policy.

Ivan Thomas took over after his father's death in 1973. He runs 18 coaches - the new coach will be used primarily on private hire.



## Ralphs updates its fleet

A NEW Volvo B10M GL with Plaxton Paramount 3500 coachwork has joined the private hire fleet of Ralphs Coaches, Slough, Berks.

Ralphs operates a fleet of 14 private hire coaches and 18 vehicles on airport-hotel contracts. Keith Myers, director private hire, said: 'The fleet is 100 percent Volvo/Plaxton. We bought the new coach to update the fleet.'

Mr Myers is one of a management

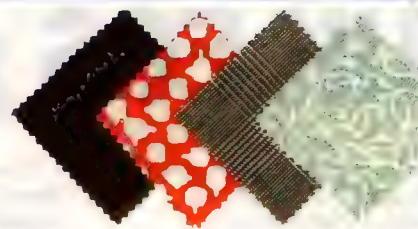
buyout team which took over the 30-year-old business in September, 1989. The other directors are chairman Rod Burling, managing director Pat Burke, director hotels and airports division Rod Bredbury, and director workshops Bernard Pritchard.

The new coach is to three-star specification with 53 reclining seats and Suttrak air conditioning. All Ralphs coaches incorporate air conditioning.





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# Have you spoken to Mildred Stonewall?

WE CAN all blame the Americans for the advent of the Breakfast Meeting - apparently The Thing for big bus companies that issue silk company ties to the top brass.

*Mealstop* is, however, mystified by the new Spontaneous Meeting which operators are encountering whenever they 'phone someone who owes them money. No sooner have you got through to the secretary, than this happens:

'Hello, is your boss in?'

'Yes. Who is calling please?' asks bespectacled Mildred Stonewall, momentarily putting down her nail file.

'It's Fred Hardup.'

A long pause ensues, during which the operator is treated to Beethoven, as performed by the Mitsubishi Microchip Orchestra.

'I'm sorry. He's in a meeting. Could you try again tomorrow?'

Yes, Spontaneous Meeting has struck again, making everyone except for M. Stonewall (Miss) rush into the boardroom for the rest of the day.

One wonders how anyone can run a business when this nasty virus, known to medics as *Excusa Nospeakus*, can infect at any time...

● **TOP marks to Barton Accessories** - which makes anti fuel theft devices, among other things - for the most imaginative press release of the week.

Ulsterbus has apparently bought 900 of Barton's simple but effective anti-theft Filbar



## Coachmart's new diary column

devices, and the firm's boss, none other than Dick Barton, has taken a long run-up to leap ably aboard the Gulf Crisis bandwagon.

The release explains how the Iraqi Forces' decision to go on holiday in Kuwait is pushing fuel

prices up... and what better time to buy an anti-theft device for your fuel tank!

*Operators with any interesting publicity material which got a laugh are invited to send it to Mealstop...*

● **PLAXTON** got a bit of national TV news coverage by accident following the mass exodus of Westerners from Kuwait.

As shell-shocked mothers and children fled the country in panic aboard sundry coaches, including a number of Mercedes and Middle Eastern vehicles, ITN's News at Ten plotted the trail across the desert.

On the screen, a series of little Plaxtons appeared on the map, struggling through the sandstorms to freedom...

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# USED VEHICLE SELECTION

## COMPETITIVE DEALS ALL YEAR ROUND

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recliners, double glazed, courier seat,  
toilet.

**1988 (E) MB 230 - CAETANO ALGARVE,** 51  
recliners, courier seat, continental door,  
curtains, radio/PA/cassette.

**1986 (C) BOVA FUTURA FHD,** 49 recliners  
(retrimmed), courier seat, centre sunken  
toilet, continental door, double glazed,  
berth, hot waterboiler, radio/PA, boxed/  
wired for video.

**1986 (C) SB 2300 - LAG GALAXY,** 53  
recliners, courier seat, continental door,  
Webasto, curtains, radio.

**1986 (C) BOVA FUTURA FLD,** 53 seats,  
double glazed, courier seat, power door,  
radio.

**1986 (C) MB 200 - SMIT ORION,** 53  
recliners, power door, curtains, radio.

**1984 (A) BOVA CALYPSO,** 53 seats, power  
door, tinted windows.

**1983 (Y) BOVA EUROPA II,** 46 recliners,  
rear sunken toilet, continental door,  
Webasto, boxed/wired for video.

**1982 (PP) BOVA EUROPA II,** 52 recliners,  
power door, radio.

### VOLVO

**1984 (PP) B10M - BERKHOF ESPRITE,** 53  
seats, courier seat, Webasto, curtains,  
radio.

**1982 (X) B58 - SUPREME IV EXP,** 53 seats,  
power door.

**1980 (V) B58 S/A - DOM II EXP,** 53 seats,  
Bristol Dome, tinted windows.

### MERCEDES

**1983 (PP) 0303 JONCKHEERE P50,** 49  
recliners, centre sunken toilet,  
continental door, radio, blinds.

**1982 (PP) 0303 - JONCKHEERE  
BERMUDA,** 49 recliners, centre toilet,  
berth, courier seat.

### BEDFORD

**1987 (E) YMP - PARAMOUNT 3200,** 35  
seats, power door, tinted windows,  
courier seat.

**1987 (D) YNV - CAETANO ALGARVE,** 57  
seats, power door, side locker.

**1986 (C) YNV - PARAMOUNT 3200,** 52  
seats, toilet, servery, boxed/wired for  
video, side lockers, power door.

**1985 (C) YNV - CAETANO ALGARVE,** 53  
recliners, continental door, tinted  
windows, curtains, power door, radio.

**1979 (V) YMT - DOM II EXP,** 53 seats,  
Bristol Dome, power doors.

### LEYLAND/AEC

**1987 (D) TIGER 260 - DUPLÉ 320,** 48  
recliners, courier seat, toilet, servery,  
power door, side lockers.

**1983 (Y) TIGER 245 ZF - PARAMOUNT  
3500,** 49 recliners, courier seat, rear  
sunken toilet, berth, double glazed.

**1983 (Y) TIGER 218 ZF - PARAMOUNT  
3200,** 57 seats, power door, tinted  
windows.

**1982 (X) LEOPARD ZF - DOMINANT II,** 53  
seats, Bristol Dome.

**1982 TIGER 218 - S/A VIEWMASTER IV  
GT,** 49 recliners, rear toilet, double  
glazed, courier seat, berth, continental  
door, boiler, radio/PA.

### MINIBUS

**1988 (E) TALBOT - PULLMAN EXPRESS,**  
22 (moquette) bus seats, power doors.

**1987 (D) MAN 8.136 - REEVE BURGESS,**  
32 seats, power door, radio.

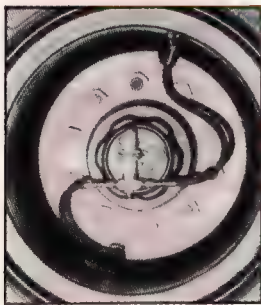
**1986 (D) MERCEDES 609D CICELEY,** 16  
seats, parcel racks, radio.

**1986 (D) IVECO 79 14 - CAETANO VIANA  
GL,** 19 seats, power door, tinted windows,  
curtains, forced air, reading lights.

The year quoted denotes the year of first registration not necessarily the year of manufacture.

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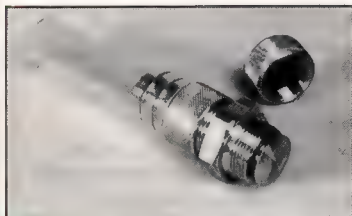
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# Verite Baker blasted over London coach ban support

From Ray Pearson

SIR

I was saddened and somewhat disgusted by Verite Baker's attitude in her article regarding the coach ban in certain Westminster Streets (*Coachmart*, Issue 605). For someone who purports to have provided a service to the coach tourism industry her 'NIMBY' (not in my back yard) proclamation is shameful to say the very least.

During my time at *Coachmart*, Ms Baker was constantly seeking publicity for her guide services and her guide training for the very purposes she now condemns because they disturb her otherwise peaceful domicile.

With her experience of the coach industry she should realise how important it is for coach passengers to be dropped off and picked up in popular places and how difficult London already is for coach drivers especially if they are strangers to the capital, yet expected to deliver their precious loads safely and on time.

Further problems such as banning them from certain areas only add to the frustrations and headaches and will simply move the problems to somewhere else, possibly causing even greater problems.

Her attitude and that of the authority imposing the ban are reflective of the ostrich burying its head in the sand.

Coaches, or any other vehicle for that matter, fairly subject to road fund licensing and compliant with all other laws and regulations regarding their use on public roads, should have equal access to any highway and equal privilege to traverse whatever street or road the driver chooses.

Everyone has the right to live where he or she chooses too. If Ms Baker and others choose to live in Westminster they should also be prepared to accept any conditions pertinent to that area, if not move.

I live opposite a primary school and four times a day

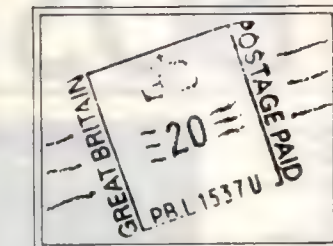
have to suffer multitudes of cars, mostly in the hands of inept parent drivers, bringing or collecting children to and from their classes.

All are seemingly impervious to the requirements of the local residents who find drives blocked, cars parked at all conceivable angles and doors being constantly banged.

I don't like it and as my family is grown I don't need a school on my doorstep. I accept it because it suits me to live here.

Sorry Verite, but your NIMBY attitude has destroyed the regard I may have had for you or any guide service you may still operate.

I could understand such comment from anyone not familiar with the coach and



The Editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

tourism industries but I would have credited you with more tolerance and certainly more discretion than to be so blatantly hostile to an industry which has supported you.

I feel that many coach and

Send your letters to:  
The Editor, *Coachmart*,  
EMAP Response  
Publishing Ltd,  
Wentworth House  
Wentworth Street,  
Peterborough PE1 1DS  
Or by fax: 0733 62656

tour operators will be of the same mind as myself and make a note of whose services they will be using in the future.

RAY PEARSON

NAME AND ADDRESS SUPPLIED

## NOSTALGIA CORNER



JEFF Grant of C & M Travel, Ormskirk Road, Liverpool, bought this 1930 Dennis Village Bus from Pat Oikle in 1989.

He said: 'Having seen it for a number of years I fell in love with it. When given first option to buy we jumped at it.'

Nevertheless the bus - valued in excess of £75,000 - is advertised for sale. 'If it doesn't go we won't be too worried.'

The 60-year-old Dennis has starred in several in films and TV, including 'Goodbye Mr Chips', 'All Creatures Great and Small', and 'Last of the Summer Wine'. However, Mr Grant considers that good returns on film contracts must be weighed against the cost of any damage rectification.

Registered OU 9286, the 22 horse power bus went into service with Robert Chisnell's King Alfred Motor Services of Winchester in August 1931. The side valve petrol engine was manufactured by White and Poppe and the 18 seat bodywork was built by Short Brothers of Rochester.

One of only six built, the village bus was used mainly in urban and city services. The driver/conductor used an ordinary cash bag and a bell punch ticket machine with wooden ticket rack.

Storage followed withdrawal in 1949 until sale to West Hill Park School in 1950. Subsequent owners included Vernons Pools before it passed into preservation.



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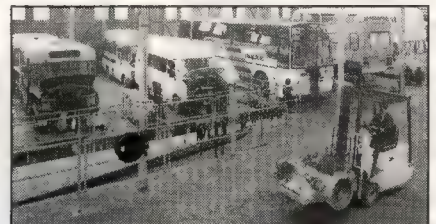
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# BRITAIN'S THE POOR RELATION IN EUROPE

Mark Barton reveals the industry trends coming out of the RAI show in Amsterdam.



*Berkhof and Bova: taking advantage of the Government-supported Shuttle Business Bus boom in Holland, where traffic congestion is being fought with public transport.*

**T**HE good news to come out of the bi-annual Autobus RAI show last week was that innovation is alive and well within the European bus and coach manufacturing industry. The bad news is that very little of it will find its way into the UK.

On the 1989 sales performance, the UK is now only the fifth biggest market in Western Europe. Registrations of 2,640 put this country behind West Germany, Italy, Spain and France.

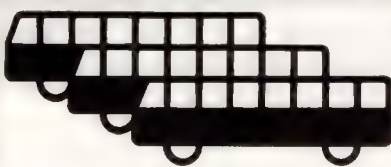
Furthermore, if present sales trends continue, Great Britain will slip further down the international registration's league this year. And that's without the introduction of Eastern Europe into the new vehicle market.

When sales barriers to those countries come fully down, the UK whale is in danger of turning into a relative minnow.

The reasons behind the dramatic withering of buying muscle are depressingly simple. In the face of high interest rates, the total absence of a national transport policy and lack of government funding, UK bus and coach operators cannot afford to buy sophisticated, highly developed vehicles.

And the great irony is that these are the very sort of vehicles needed to tempt the customer back onto public transport.

## AUTOBUS RAI



20 t/m 24 SEPTEMBER | 90 AMSTERDAM **rai**

The most obvious example of this saddening Catch-22 situation at RAI was the shuttle coaches on display at the Berkhof, Smit and Bova stands. Between them, these manufacturers have sold more than 100 of these impressive purpose built commuter coaches. But none are likely to be seen on the streets in Britain.

### The UK whale is in danger of becoming a minnow.

The initiative for what is effectively a new breed of continental coach originally came from Amsterdam's Schipol airport, supported by subsidies from the Dutch Government.

Cars run by the 5,000 employees at Schipol were effectively blocking the airport. Once the commuting workers had fought their way through the congestion in

Amsterdam, they then took up much of the available parking space.

If the airport was not to be strangled by the very people who ran it, something had to be done. The action taken by Schipol management was drastic, but it worked and is now being copied elsewhere in Holland: they banned workers from taking their cars to work and laid on shuttle buses instead.

Painted in a distinctive livery of tones of grey, the shuttle buses on display at RAI have been specially designed to carry commuters comfortably to work - within the time taken normally spent travelling in a car.

Each runs to a very strict timetable. There are as few stops as possible. And, most important, wherever possible they run within bus lanes and are controlled by special Vetag traffic lights.

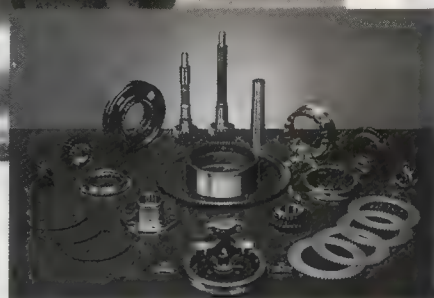
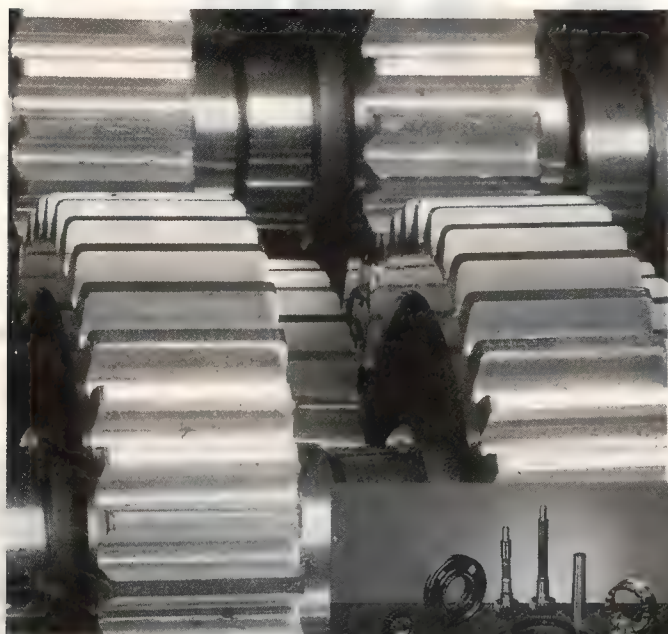
To make the shuttles acceptable to a status-orientated nation whose workers have enjoyed tax benefits for taking their car to work, the vehicles are stylish and very comfortable.

The Berkhof variant, based on the Volvo chassis Excellence 1000 L, had 43 deluxe adjustable seats, fitted with ashtrays and an ingenious holder which moved with the bus to keep the coffee in the cup and not on the commuter's lap.

Commuters can leave their coat in



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## JUST A FEW EXAMPLES

1984 SCANIA K112 JONCKHEERE P50, 49/51/53 recliners, o/s sunken toilet, o/s centre continental door, driver's bunk, tinted windows, rollo blinds, MoT 1991. Choice of three. Stock Nos. M104, M105 & M106. £41,500

1985 LEYLAND TIGER 550, 48 recliners, o/s sunken toilet, o/s centre continental door, driver's bunk, tinted windows, rollo blinds, MoT 1991. Choice of three. Stock Nos. M104, M105 & M106. £41,500

1985 SCANIA K112 JONCKHEERE P50, 49 recliners, o/s sunken toilet, o/s centre continental door, driver's bunk, tinted windows, rollo blinds, MoT 1991. Stock No. M102 £46,500

OCT '86 OPTARE CITYPACER VOLKSWAGEN, LT55 engine, 5 speed, manual gearbox, 25 d/p seats, MoT 27.7.91. Price £12,500

1983 DAF MB200 DKFL PLAXTON 3200 EXPRESS, 53 seats, ZF automatic gearbox, PA, MoT 30/3/91. Choice of 4. Stock No. M006 £33,000

1983 BOVA EUROPA (DAF 8.25), 44 seats, toilet, servery, curtains, MoT 29/11/90. Stock No. M008. Choice of 4 £28,000

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◀ the wardrobe at the front of the bus and enjoy their coffee while listening to the radio through a personal headset or reading the morning paper provided by the specially trained driver.

According to Berkhof, 'the quality of passenger travel is determined for at least 80 percent by the driver to whom it is a privilege to be at the controls of a new shuttle.'

Bova's and Smit's shuttle buses were specified to a similarly high standard. And, as part of the drive to make coach commuting a viable alternative to car commuting, both the Bova and Berkhof shuttles are fitted with environmentally friendly engines - DAF in the Bova and Volvo in Berkhof.

Recognising the importance of public transport in relieving its country's worsening traffic congestion, the Dutch Government is also making public money available to local authority owned bus companies to buy innovative low floor service buses. Which, as the average price of the new models on display at RAI, was around £115,000, is just as well.

Berkhof's new citybus, built in the company's Heerenveen plant, gains its entrance step height of just 227 mm by a

kneeling device fitted to both the pavement side air bellows.

Based on an MAN underframe, the new bus carries its air tanks and heating in the roof. This enables single glazing to be fitted, as warm air is pushed down over the windows keeping them clear.

Seats on the bus are mounted by a cantilever arrangement, which means there are no legs bolted to the floor to obstruct cleaning.

A similar arrangement also featured on the 33 seats fitted in the new Alliance citybus from United Bus member, Den Oudsten. Its strikingly large window space and low, 320 mm floor - without platforms between the entrance and exit - won the vehicle many admirers at RAI and seems bound to influence future bus design.

Fellow United bus company, DAB Silkeborg, also demonstrated its ultra low floor citybus at the show. Thanks to its hydrostatic driveline, the DAB service bus has a boarding height of only 80 mm from the pavement and there are no internal steps. All the interior fittings in this bus are suspended from the ceiling.

Star of the Mercedes stand was the Avantgarde urban bus design study. The

ultra modern interior of the 0405 - in shades of pink and white - was designed to offer an attractive alternative to inner city traffic chaos.

Most innovative was the on-bus information system: passengers could call up on monitors throughout the bus details of where the bus was, the route and any changes necessary.

Another concept vehicle, which draws crowds at whatever exhibition it is shown, now looks set to become a reality. Neoplan's revolutionary carbon fibre citybus is going into production and should be seen on the streets during this decade.

Sadly, unless this or the next Government comes up with a coherent transport policy which allows operators to prosper, you will have to go to Europe to see it.

All there will be on show in Britain will be ageing or bog-standard buses. Plus loads and loads and loads of cars - most of them stationary.

● *There will be a full report on all the new service buses at RAI in the next issue of our sister magazine, Bus Business, due out the week ending October 6.*

## New developments are revealed at RAI

ONE new vehicle unveiled at RAI Amsterdam that should be seen on the streets of Britain is DAF Bus' new medium weight coach underframe.

The SB2700HS will be coming off the production line at Eindhoven at the beginning of 1991.

Effectively replacing the SB2300DHS, the underframe will be powered by a new 8.25-litre engine, which, helped by DAF's ATi (Advanced Turbo intercooling) technology, produces 272 bhp at 2,400 rpm.

The new engine is the first of a range of low-pollution DAF power plants to be fitted in a coach underframe. The so called 9 NOx engines were launched for buses earlier this year.

DAF Bus also used RAI to introduce a new dashboard, now being fitted to the new SB2700, the SB3000, SB2300 and MB230 coach underframes. Main feature is an electronic warning system (SWS), which monitors up to 30 vehicle functions. Any defect is immediately indicated by two lamps and an audible signal.

SB3000 underframes are now also available with a new 354 bhp KS engine and integrated secondary retarder on the manual gearbox.

Bova launched a 10 metre version of its Futura at RAI, fitted with 42 seats. The United Bus subsidiary also introduced a range of new luxury seats of its own design. One version on show at RAI was even fitted with a pocket sized TV



*Yugoslavian builder Automontaza's new midicoach.*



*A Bova luxury seat complete with miniature TV.*

monitor in the backrest, with personal controls for individual video viewing.

New from Berkhof was the hi-liner Excellence 2000 HLE based on DAF's SB3000. The E stands for espace (space) - gained by extending the top deck over a lowered driver's area. This allows six

extra seats, plus another guide's seat next to the driver, to be fitted.

However, problems with axle weights look likely to rule out the 2000HLE for British operation - unless it is to be built on a three axled chassis.

The new Excellence was shown with Berkhof's new instrument panel, now standard equipment on all Excellence models, except the 500 series.

Berkhof was also represented on the Scania stand, by an Excellence body built onto to Scania's new double deck coach chassis. Designated the K113 TLA, the trailing axle chassis has independent front suspension, allowing the driver's area to be lowered and providing a low centre aisle behind the driver.

Scania also used Autobus RAI to show a new seven speed gearbox with one extra low ratio for smooth 'inching' and equipped with 'comfort shift' to allow a gear changing shift similar to that of a car. At present the new gearbox, designated the GR801, is only available on the Scania three-axle K-series chassis.

The new Elfyn 9.2 metre coach from Ensign Bus Services, the only British company selling coaches at RAI, could soon be joined in European operators' fleets by a stylish midicoach from Yugoslavian builder Automontaza.

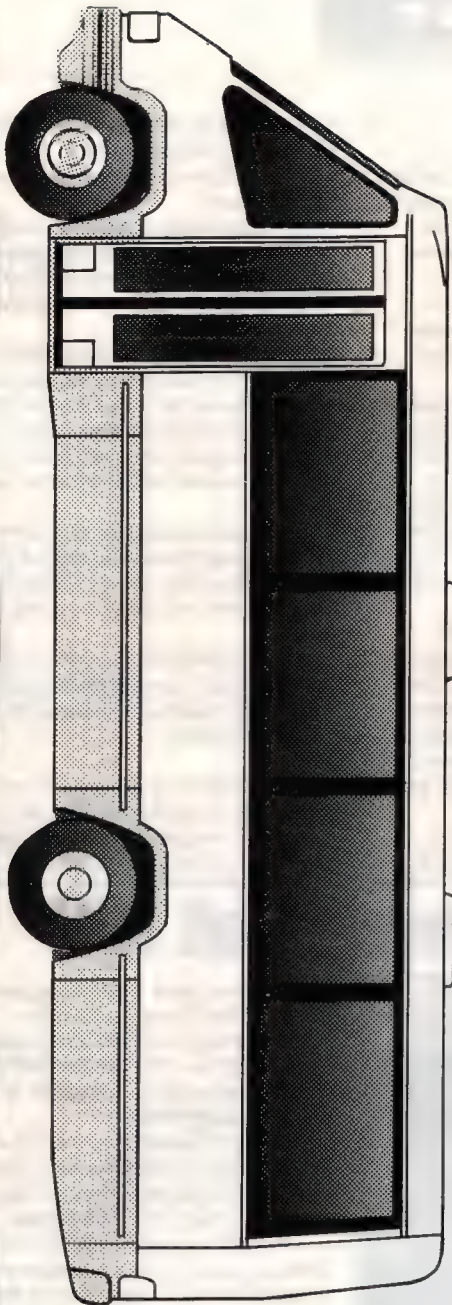
The MAN engined AM 180T was being shown in Amsterdam for the first time as a prelude to selling in Europe.



*New from Berkhof: the hi-liner Excellence 2000 HLE.*



The LONG and the

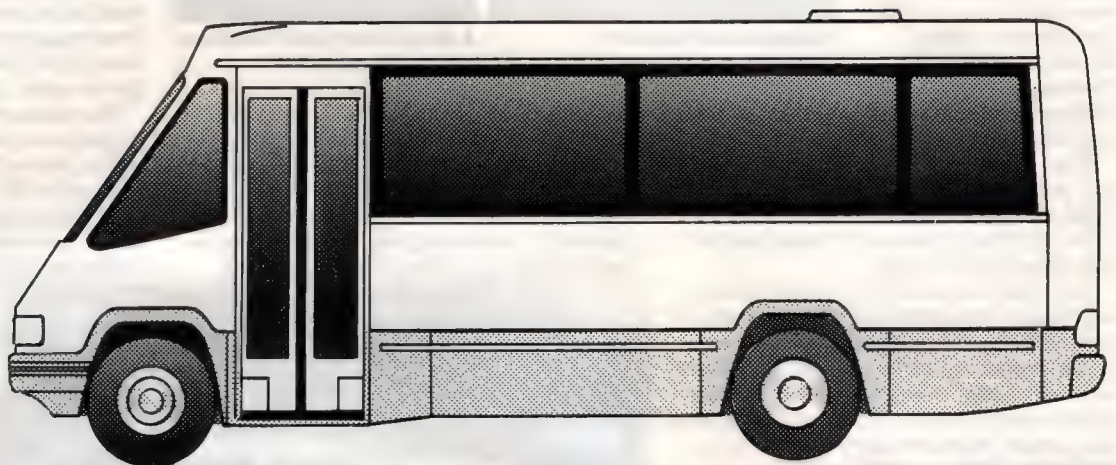


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# SMALL IS BEAUTIFUL

Reducing fleet size to make more money is a brave strategy, but Kevin Mannion found the move presented an unexpected bonus... he has more time to plan profitable business opportunities. Mike Morgan reports.

**A**FTER struggling against the conflicting interests of ambition and reality for five years, Mannion Coaches abandoned fleet expansion plans and cut down to three vehicles.

The original plan was to expand by one vehicle a year, but owner Kevin Mannion said: 'I was having no time off.'

Caught in a tightening spiral of activity familiar to a large number of operators, Kevin saw the light two years ago.

He was chasing school contracts, finding drivers, repairing coaches and grasping at private hire jobs.

Contract work was worthwhile in the early days. Mannion Coaches was created out of a small haulage business started with a £250 van, with a minibus then being added on a restricted licence.

Realising that coaches were doing better, Kevin faded out the vans and a 53 seat coach was purchased.

Kevin recalls: 'At that time everything was on contract at rates close to contract work today. When you look at diesel and other costs it doesn't make sense.'

Much of the private hire work taken on at this time was awarded on price and consequently brought with it some undesirable jobs. Referring to 'stag night' trips to Bridlington he queried: 'Why do it? All you get is a bad name. The Police don't want you, and you're left to clean



*A discriminating market should be prepared to pay sensible rates for a quality service with clean coaches.*

sick out ready for the next morning's contract.'

Steam cleaning seats is a regular part of Mannion Coaches' attention to presenting the right image, but abuse of vehicles by unappreciative customers clearly offended Kevin's sensibilities.

Talking of his coaches he said: 'I treat them as my own property. All you can do is have a clean, spotless coach. You will want back those who respect it, but others can be turned away.'

The profit implications of this assessment were soon appreciated. If operators insist on selecting customers, then a discriminating market should be prepared to pay sensible rates for a quality service with clean coaches. The

logical conclusion being: 'It's hard work, but you're better off than accepting low prices.'

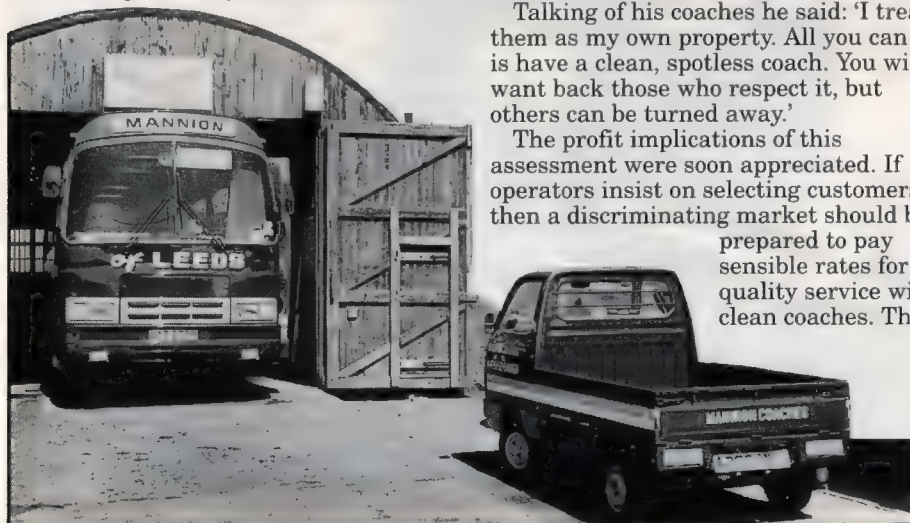
Cultivating the right market requires business planning - this is now the hard work, rather than working on vehicles and disciplining reluctant drivers. For one thing he now knows his costs and can confidently claim: 'The first vehicle covers standing costs and the second vehicle covers profit.'

Taking his business philosophy further, Kevin addressed future expansion prospects: 'Only put money back if there's a return on it. You don't have to put money into coaches. If it doesn't pay then it can go into something else.'

Return on capital invested may not be his only criteria. Coaching has that fatal charm which encourages considerations beyond pure business calculations: 'If you didn't enjoy it you wouldn't do it.'

Nevertheless choice of vehicles is based on pragmatic decision-making: 'We like to buy a coach, run it, and sell it for what it cost.' Wishful thinking? Not when you look at the Mannion fleet.

Pride and dedicated attention to



*Property is rented in an industrial area close to Leeds Wellington Street coach station.*



detail ensure pristine presentation. For example a 1977 Plaxton Supreme bodied AEC Reliance had worked for two years without complaint. True a new radiator had been fitted to allay fears of overheating, but its reliability cautioned against a large investment in a replacement.

Consequently the AEC received a £1,000 facelift. New Paramount lower front and Supreme Mk V rear were fitted. All side panels were renewed and the completed coach spray painted to a very high standard in twin-pack acrylic using Royal blue as a base colour with white and red relief. This livery reversed an earlier scheme replaced because so many other companies use white as a base colour.

Internally the AEC has been refloored and retrimmed by Shades of Filey. It was only the retrim of seats which was contracted out - all other work being done in-house.

## Conveying the right image is all-important...and can lead to better hire rates.

Workshop/garage facilities allow storage for the company's combined vehicle resources. A second full-size coach is a 1981 MAN SR 280, and a 1982 Mercedes Benz mini-coach completes the PSV fleet. Two other vehicles of interest are a jack-of-all-trades Honda pick-up and a Daimler hire car.

Property is rented in an industrial area close to Leeds Wellington Street coach station. Kevin admitted he would like to purchase the property so that its outward appearance could be smartened-up.

Potential customers doubting the suitability of his rolling stock are invited to the garage for reassurance, but on the positive side this industrial location avoids aggravation from domestic residents, and is not prone to attacks of vandalism.

The MAN is utilised primarily on continental tours. These tours are Mannion Coaches' own programme expanded and devised with the benefit of managerial time freed from the frantic days of contract work.

A nine-day tour to Austria, together with other work, will see this coach across the water for 27 days during September.

Experience with the tours programme has not always been sweet. 'What cripples is the advertising costs for a small operator working in the same market as large companies. Then it becomes too expensive to compete. We slipped-up on an Amsterdam weekend priced at £69. This clashed with W H Smith doing a mid-week trip for £49.'

The lesson was to go for top quality. A minimum three star rating is expected of hotels, selected so that people who go will enjoy themselves and, most significantly, come back. Where optionals



*Kevin Mannion: 'You don't have to put money into coaches. If it doesn't pay then it can go into something else.'*

are available, then the cost is specified in advance.

Mannion Coaches' tours and excursions leaflet clearly identifies the type of customer wanted. A three-night New Year tour to Scotland being geared to clients able to appreciate the more cultural aspects of Hogmanay.

Kevin's aversion to contracts does not extend to a five days per week six year social services contract. This gives better vehicle utilisation than term time schools contracts, which were not even tendered for this year.

He explained: 'There's no point in chasing work where there's no return. Besides, all Metro contracts in West Yorkshire are for 12 months, and you can't plan anything on that basis.'

The Mercedes minicoach used on the contract is another case of a vehicle which logically ought to be due for

replacement, but this move has been delayed because it is so reliable. Free of contract at weekend, the minicoach supplements the AEC on private hire work - another area where Kevin believes three is better than five: 'The extra vehicles required extra drivers for weekends.' Part-time employees being a source of discontent.

He is also critical of operators who grab weekend work at any cost. 'Weekend work should be at premium rates in this area.' Mannion Coaches is successful in sticking to realistic quotes.

Summer weekends create a vehicle shortage in the West Yorkshire conurbation and the going rate can be pumped up accordingly. 'Last minute bookings haven't a lot of option.'

Another line in weekend earnings comes from wedding car hire. The white Jaguar XJ6 doubles as Kevin's private car, but can do up to two weddings a weekend at £140.

## No point in chasing work where there's no return.

On rare occasions this is tied to a request for coach hire, but few clients are prepared to match a minimum charge of £150 to cover the opportunity cost of a lost trip to the coast.

With a maximum driver requirement of four matched by Kevin, his father, brother Michael and a full time employee, there is no staffing problem.

Michael Mannion is a full-time fireman able to relieve Kevin from work in the office on his rest days. An acknowledged computer buff, Michael has adapted Amstrad software to prepare tour costings, worksheets, invoices and other routine admin functions.

He would like to come into the business full-time, but that requires expansion first and would present the



*Three coaches leave time for Kevin Mannion to look for other ways of making money.*



dilemma of taking work for the sake of it.

The immediate concern surrounds making things as cost effective as possible, and then putting rates up as much as possible. During summer months expectations of higher rates are realistic, but the whole spectrum of work is receiving careful attention.

Kevin said: 'With three coaches I have more free time to look at different ideas and other ways of making money. Other firms are just running round in a muddle. I've been in that situation myself. It's better to think forward, but that requires time.'

Specific attention is being paid to what he describes as 'separate seat jobs' - organising own tours. He believes there is scope for small operators working with small hoteliers to put rates up so that both stop complaining about low rates.

Kevin consistently points to a number of ironies in the coach industry. Seatbelts and speed limiters are regarded as ironic consequences of inadequate driver training and low wages.

In Kevin's view it is much better to avoid the accident in the first place, but ironically it all comes back to the rate for the job. Perceptively he observed: 'New coaches tend to reduce drivers' wages.'

Until rates are increased his attitude to vehicle replacement remains: 'If you can't get enough to buy new buses then



*The white Jaguar XJ6 doubles as Kevin's private car, but can also do up to two weddings a weekend at £140.*

cut your cloth accordingly. What passengers want is a bus that is clean and will carry them around in comfort - to me the AEC fits the bill. I would love a new coach with toilet and video, but it has to be justified.'

Meanwhile coaching earns Kevin a decent living. He has no vehicles on finance. This in turn reduces standing costs to £25 per day per vehicle, removing the pressure to take on work for the sake of it.

## FACTFILE

**Company Name:** Mannion Coaches  
**Address:** Springwell Road, Leeds 12  
**Owner:** Kevin J Mannion  
**Fleet:** 1977 AEC/Plaxton 12 metre - 53 seats  
 1981 MAN SR280 - 49 seats plus toilet  
 1982 Mercedes minibus  
**Type of Work:** Private hire, social service contract and tours  
**Turnover band:** Up to £100,000  
**Staff:** 4

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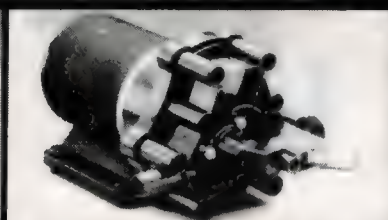
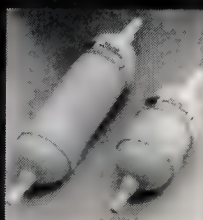
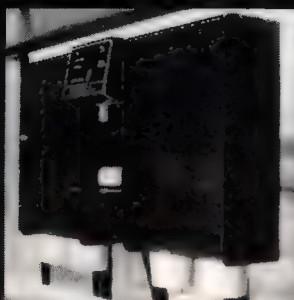
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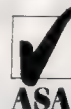


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## LEGAL NEWS

■ NEW regulations have been announced to improve the rates appeals procedure.

Local Government Minister Michael Portillo said the procedure will enable proposals for an alteration to the new rating list to be made, not only by the company which owns or occupies the property, but also by the parent company or another member in the same group.

He said: 'It will also be possible to submit single proposals covering more than one property in the same building.'

'In addition, the regulations will allow, in limited circumstances, for invalid proposals to be re-submitted. A proposal must be made within six months of the start of the new rating list or a material change of circumstances.'

'This means that if it is declared invalid, there may be little or not time for it to be re-submitted. The new rules will allow a proposal to be re-submitted if that time limit has expired.'

'A proposal can only be re-submitted once, but if the ratepayer and valuation officer still cannot agree on its validity, it will remain open to other parties to refer the matter for determination by a Valuation Court and Community Charge Tribunal.'

The regulations were due to come into effect on September 27.

■ A DTp survey reveals virtually everyone recognises the need for traffic control and more than half want stricter enforcements or additional regulation.

The research, carried out by the Transport Studies Unit at Oxford University, was designed to reveal public understanding of the purpose of traffic regulations and parking controls in urban areas.

It covered the following main areas:

- Waiting and loading restrictions;
- Parking controls;
- Access restrictions;
- Reserved lanes;
- Pedestrian facilities;
- And restrictions on movements at junctions.

Christopher Chope, Minister for Roads and Traffic, said: 'Coping with traffic and parking demands is not easy. Restrictions and regulations are inevitable.'

'This report suggests that there is widespread public support for many measures. This is more likely to be forthcoming when there is proper consultation and understanding of the need for them.'

# Company director (78) saves the day



SOUTH Wales traffic commissioner Mr John Mervyn Pugh has praised a

78-year-old company director for 'saving the day' at a hearing into the firm's maintenance record.

He said Mr Harold Evans had dispelled worries over the running of Evans Coaches Ltd, of New Tredegar, a company Mr Evans' father had founded 70 years ago.

## Mr Ian Evans appeared to ignore vehicle examiners' advice.

But Mr Mervyn Pugh cut the duration of the company's 20-vehicle PSV licence so it now expires at the end of November, instead of in 1992 and directed that a further fleet inspection takes place before the licence fell for renewal.

In July the commissioner prohibited the company from operating local services of any description and directed that it repay 20 percent of the fuel duty rebate grant it had received over the previous three months, following complaints from Mid Glamorgan County Council about the way it had been operating its registered services.

At the same hearing, Mr Mervyn Pugh adjourned consideration of disciplinary action over the company's maintenance record, because he wanted to hear evidence from Mr Harold Evans, the father of director and transport manager Mr Ian Evans (*Coachmart*, July 26).

When the hearing was resumed, Mr Mervyn Pugh said the maintenance of the company's vehicles had deteriorated over the past few years.

He was considering the issue of a total of 14 prohibition and variation notices, some of which had been endorsed

'neglect'.

Mr Harold Evans said he had passed over the management of the company to his son, Mr Ian Evans, five years ago.

He had not realised until the present hearing that the company's good reputation was at risk as a result of the present proceedings and he was present to defend that reputation.

Mr Mervyn Pugh said the evidence at the July hearing had been pretty damning and showed quite clearly that since the company was handed over to Mr Ian Evans, things had gone down.

He had adjourned that hearing because he did not want Mr Evans Senior to lose his good reputation without having an opportunity of giving evidence before him.

He had the impression that Mr Ian Evans had 'taken umbrage' at the last hearing, challenging everything that was said to him. Vehicle examiners had endeavoured to give him advice, which it appeared he had ignored.

Mr Harold Evans said he still took an active daily part in the business and he assured the commissioner that he would see to it that the system of maintenance recommended in South Wales was put into effect.

Asked if Mr Ian Evans was capable of carrying out the instructions, Mr Harold Evans said that he thought so.

Curtailling the licence, Mr Mervyn Pugh said he was glad he had decided to adjourn the proceedings in July, as otherwise the good reputation of a doyen of the coach industry since 1921 would have been lost for ever.

There were two aspects he had to consider. Firstly, the prohibition notices and, secondly, he had to be satisfied that the future planned maintenance was satisfactory and that the system was working.

In allowing the company to continue to operate, he had to be satisfied that the vehicles would be safely maintained at all times.

He wanted to dispel any impression that he disliked Mr Ian Evans, said Mr Mervyn Pugh. Mr Ian Evans was treated like any other operator and personalities had not come into the decision he had made.

In the short time Mr Harold Evans had given evidence, he had dispelled worries and had cleared up one or two points that Mr Ian Evans had every opportunity of doing, but which he had not taken up. Mr Harold Evans' words of wisdom had saved the day.

## Commissioner did not dislike Mr Ian Evans. He was treated like any other operator.

Mr Harold Evans had spoken the truth and with pride. He needed to rely upon Mr Harold Evans to help Mr Ian Evans implement and take on board the recommended maintenance system. He was trying to help Mr Ian Evans, and if he had been verbally chastised it was rightly so.

Directing that a further fleet inspection take place before the company's licence fell due for renewal, Mr Mervyn Pugh said the renewal application would be considered at a further public inquiry.

Provided there were no further prohibition notices which constituted a danger to the public, or which indicated neglect, between now and that hearing, the licence would be renewed for the full five years.

However, if there were any defects leading to the issue of such prohibitions, he would not be in a position to renew the licence and no end of mitigation would persuade him otherwise.

Mr Harold Evans had been an operator for a long time and he could not give a stronger warning than that, said Mr Mervyn Pugh. ▶



# Redferns of New Mills loses operator's licence



REDFERNS of New Mills Ltd has had its PSV operator's licence revoked after failing to

appear at a Manchester public inquiry.

Its transport manager, Mr George David Rawson, has also been disqualified indefinitely from holding or obtaining a licence.

North Western traffic commissioner Mr Martin Albu said the company was either unwilling or unable to meet the standards required of a responsible PSV operator.

The company had been called to the public inquiry because of an unsatisfactory report from the DTP's vehicle inspectorate concerning the maintenance of its vehicles.

It declined to attend, but responded by a letter from its solicitors.

Mr Albu said the company was the successor to C H Redfern Ltd, a company which had held a licence for many years before going into voluntary liquidation.

Mr George David Rawson was a director and the transport manager of C H Redfern Ltd and he was also the transport manager and in effective control of Redferns New Mills Ltd, of which his father Mr George J Rawson was a director.

C H Redfern Ltd came to the attention of the vehicle examiners on a number of occasions and was called to a public inquiry in 1986 and again in 1988.

The new company apparently continued to trade on the basis of the existing licence, and using some of the same vehicles, until that licence was revoked at a public inquiry in June 1989 because of vehicle maintenance problems (*Coachmart*, July 6, 1989).

In January 1989 Redferns of New Mills Ltd made application for a new licence. That application was also considered at the public



*Redferns of New Mills: PSV licence revoked and transport manager disqualified.*

inquiry in June 1989.

Mr Albu said he was concerned about the new company's financial standing and maintenance arrangements at that time, and he granted it a licence for a six months period only.

Redferns of New Mills subsequently applied to increase the authorisation on the licence from four to five vehicles, and that was considered, together with an application to renew the licence, at a public inquiry in February.

## Passenger alleged vehicle broke down and interior was in a dirty condition.

Because of doubts about the company's financial standing, and because of continuing maintenance problems, he revoked the existing licence and granted the company a new licence for four vehicles only to expire at the end of February 1991.

In his decision, he had said he was extremely concerned by the evidence about the condition of the company's vehicles.

He had noted the steps Mr Rawson had said he was taking to remedy the situation, and he warned that he might have to consider further action against the licence if any more prohibition notices were issued to the company's vehicles.

He strongly advised the company to arrange for regular safety checks to be carried out on its vehicles by a reputable outside agency (*Coachmart*, March 15).

Since February, two Redfern vehicles had attracted prohibitions, one vehicle having been prohibited twice. Two other vehicles examined, though roadworthy, had been given defect notices.

The vehicle examiner reported that the company's maintenance facilities were adequate for the size of the operation.

Records supported the claim that monthly inspections were being carried out, but that was not reflected in the condition of the vehicles.

In the examiner's opinion, lack of finance prevented the company following the advice given to have its vehicles inspected by an outside agency.

Mr Albu said that in May a letter was received from a

passenger on a coach trip on a vehicle supplied by Redferns, alleging that the radiator had boiled and the vehicle come to a stop on several occasions during the journey. The writer also commented that the interior of the vehicle was dirty.

Redferns' solicitors had written claiming that there had been no substantiated complaints from customers concerning the company's vehicles or any serious accidents involving its vehicles.

## History of inadequate vehicle maintenance, warning letters and public inquiries.

It was maintained that safety was not neglected for the sake of economy. It was also said that the business was on the market for sale.

The company said that one of the prohibited vehicles had been examined when it was off the road for repairs, including a new cylinder head gasket and that accounted for the excessive smoke and the oil



leakage as well as the dirty interior. The other matters were not considered major safety items.

Mr Albu said that though those comments were consistent with the allegation made in the complainant's letter in May, it left unanswered the question as to whether the vehicle should have been allowed to get into such a condition that it broke down on the road.

The solicitor's letter referred to a prohibition for a partly worn tyre. In fact the prohibition notice clearly stated that the tyre was worn below the legal minimum. That should have been noticed before the vehicle went out on the road.

An undertaking that 'the wheel would have been changed immediately' was not sufficient.

The company challenged the significance of five defects noted on a delayed prohibition issued in June, said Mr Albu. However, there was no suggestion that those defects had previously been noted or that any action had

been planned to deal with them.

The company also questioned the suggestion that maintenance records did not reflect the true condition of the vehicles.

Finally, Redferns' solicitors stated that the company employed a full time mechanic to maintain four vehicles, that it took its obligations to the public seriously and that all its vehicles were now in good order.

Revoking the licence, and disqualifying Mr Rawson, Mr Albu said that Redferns of New Mills and its predecessor

company were both effectively under the control of Mr G D Rawson.

There had been a history of inadequate vehicle maintenance, warning letters and public inquiries. After each inquiry some temporary improvement had occurred but the position had then again rapidly deteriorated.

The warning given in February had been quite clear and specific. It contained advice that the company had apparently chosen to ignore.

Despite that warning, a vehicle was found on the road in April with an illegal rear tyre, in May a vehicle was

sent on the road in what was clearly an unroadworthy condition and in June numerous further defects were found on the company's vehicles during a fleet check.

The only possible conclusion was that the company was either unwilling or unable to meet the standards required of a responsible PSV operator.

## PSV licence cut



MR PETER Ellis - trading as Ellis Coaches, of Dorking, Surrey - has

had the duration of his PSV licence cut and the number of authorised vehicles reduced.

Metropolitan traffic commissioner Air Vice Marshal Ronald Ashford said at a public inquiry that after considering all the evidence before him, he was prematurely expiring Mr Ellis' licence in 2.5 months time and was cutting the authorisation from two vehicles to one.

## Disciplinary action taken

DISCIPLINARY action has been taken against the PSV operator's licence held by Mr D Russell - trading as Amberline of North End, Portsmouth.

Revoking an application to renew Mr Russell's international licence to run four vehicles, South Eastern traffic commissioner Brigadier Michael Turner instead granted him a fresh licence for two vehicles for a period of one year.

Brigadier Turner told an Eastbourne public inquiry that his decision should not take effect until the time in which an appeal could be made to the Transport Tribunal had elapsed, or any such appeal had been determined.

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## Border campaign is launched

THE latest edition of 'Britain's Border Country Breaks' brochure is now available.

Since its launch three years ago, the promotion has helped sell a wide-choice of holiday opportunities in the regions of Cumbria, Dumfries and Galloway, Northumbria and the Scottish Borders.

Centuries of common heritage bind the lands between Solway Firth and the Northumbrian Coast, and the brochure illustrates a host of visitor attractions and accommodation of all types.

More than 50,000 of the brochures - promoted by the four regional and area tourist boards, councils and other agencies - are being distributed.

Elizabeth Curtis, Cumbria Tourist Board's marketing and travel trade officer, said: 'Last year's promotion proved very popular. We hope that even more people will discover this fascinating region with the help of this new brochure.'

You can contact Elizabeth on 096 62 4444.

## Enjoy Christmas in a regal setting

CHRISTMAS will soon be upon us and an ideal venue for a Yuletide event is The Queen's House at Greenwich.

The House - recently subject of a £5 million refurbishment and renovation - is available to groups of varying numbers having already hosted parties for up to 100 guests.

The Seventeenth Century Inigo Jones-designed Palladian villa will be decorated in traditional Christmas style to create a special seasonal atmosphere.

A variety of entertainment can be provided including harpsichord music, baroque opera, stilt walkers, jugglers and laser displays.

Catering can range from finger buffets to five-course gourmet dinners.

The Queen's House is linked to two wings of the National Maritime Museum and includes three areas which can be used separately or combined.

More information from 081 858 4422.



*Channel Island Ferries' Havelet has been given a £2 million refit.*

## Enjoy a break in the Channel Islands

GUERNSEY and Jersey are ideal destinations for an autumn break.

British Channel Island Ferries has linked with several of the islands' hotels to offer two and seven day breaks from September to December.

The two day breaks start from £59 per person in September and October and drop to £49 per adult in November and December.

Accommodation is in rooms

with a washbasin and on a bed and breakfast basis, but private facilities and half board are available for a small supplement.

British Channel Island Ferries - which operates out of Poole - can also offer quick excursions to the islands.

Guernsey Hoppers cost £15 return and Jersey Mini-cruises £19 return.

Copies of the company's brochure can be obtained by ringing 0202 681155.



*Jersey: one of the many picturesque farms tourists can visit.*

## Tourists will flood to the Thames Barrier

BUS and coach operators in the London area on October 7 should visit the Thames Flood Barrier which will be raised for the day to test the effects of a full tide. The ten steel gates raise at 8.10am and come down at 8.10pm the same day.

The water level at London Bridge has always been high and is rising at a rate of 75cm (2.5ft) each century due to a combination of the

melting of the polar ice caps and the tilting of Britain towards Europe.

Members of the public are not permitted to walk along the barriers, but the Thames Barrier Visitors Centre is open seven days a week at the south end just off the A206 Woolwich road between Greenwich and Woolwich.

The centre offers a range of facilities including a self-

## Tourism cash boost

INCOME from tourism has risen by four percent in the East Midlands over the past year.

East Midlands Tourist Board says there has been an increase in overseas visitors to the region, especially from Northern Europe, and a rise in short breaks.

The board has held various activities during the last year aimed at developing, marketing and promoting tourism.

These have included domestic and overseas advertising campaigns, visiting foreign travel fairs, and issuing new tourist publications.

For more details, contact the East Midlands Tourist Board on 0522 531521.

## Brush up your language skills

COACH operators wishing to improve their foreign language skills may be interested in a new series of cassette-based learning tapes out this autumn.

Under the overall title of TOPIK, each 60 minute cassette will provide listening practice for business people.

The course is aimed at people who know the basics of a foreign language and kicks off with a series on French.

Each cassette will feature native speakers discussing a variety of topics and will be accompanied by a transcript of the spoken material.

Other languages to be covered include German, Italian, Spanish and Russian. The first cassette is available at £3.95 with subsequent ones costing £4.95 from Eleven Genesis, 45 Sherwood Avenue, St Albans, Herts AL4 9QJ.



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# Over the top and just great!

**Rod Davey samples the Paris highlife.**

PARISIAN nightlife is over the top. Be it my favourite watering hole in 'forbidden Paris' around the Moulin Rouge near Monmartre, or the Lido on the Champs-Elysees, there is nothing quite like it.

Paris has to be Paris to keep ahead of its imitators. And the venue which describes itself as 'the most famous nightclub in the World', the Lido, is no exception to the rule and has a brand new show.

Still featuring the topless Bluebell Girls, its lavish new review features the latest in stage technology.

Decorated by Italian designer Bartoccini, the theatre has 1,200 seats, 150 speakers through a 32-

channel mixing desk, lasers, fibre-optic lights, two orchestras and golden scenery - which is 15 storeys high and changes every two minutes during the show. A team of 35 technicians brings forth dance floors, pools, waterfalls and ice rinks.

No less than 3,000 people prepared the new review which has four main scenes separated by speciality acts such as jugglers and acrobats.

The first scene involves the 'cult of the body' complete with startling laser-light costumes, the second the lost world of the Incas, the penultimate Indiana Jones complete with helicopter over the auditorium, and a finale of dance and jazz with water

jets illuminated with gold.

As with all Paris shows it is very lavish, but basically it is variety. For example, the show features The Beatles' music, but with operatic sets.

All this must mean the French equivalent of an Arts Council grant is infra dig - and most shows cost in excess of £40 without dinner. But it certainly will make Paris more memorable for your clients, especially as the Lido throws in a bottle of champagne.

The Lido is on the Champs-Elysees near the Arc de Triomphe, and offers a variety of 'exclusive' prices depending on menu and size of group. *All tables must be reserved by telephoning (1) 45 63 11 61.*



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#### SPECIAL OFFER

November, December, January, February, £15 per day per person including BB&EM, en suite rooms with direct dial telephones

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- ★ Lift to all floors ★ 50 bedrooms ★ 32 with private facilities ★
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(13551/HO)

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### GOLDEN LION HOTEL THE GREEN, HUNSTANTON

Telephone: 0485 532688

- ★ Open all year for tours
- ★ 31 rooms most with sea view and TV
- ★ 2 licensed bars
- ★ Excellent restaurant

1991 BOOKINGS NOW TAKEN

(13983/HO)

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TELEPHONE (0255) 423158

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- ★ 32 rooms, some en suite
- ★ 4 ground floor rooms
- ★ Tea/Coffee making facilities
- ★ Licensed Bar
- ★ Lunchtime Snacks available
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- ★ 1 person free, party over 50
- ★ Driver/courier free, party 50+
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- ★ Entertainment programme
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- ★ Choice of menus

Now taking 1991 bookings

Coach operators call Mrs Gilbert now to discuss requirements

(13964/HO)

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### ARGOSY HOTEL

30 BALMORAL ROAD  
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Telephone (0253) 41896

Situated next to the Pleasure Beach, this friendly family run licensed establishment offers weekly cabaret and telephones, TVs and tea making facilities in all rooms.

NOW TAKING 1991  
BOOKINGS

Minimum group size to allow  
free place for driver/courier 40

(13995/HO)

## BLACKPOOL

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Opposite Central Pier, this family run Hotel

which offers cleanliness and good food.

★ Rooms have colour TVs, heaters, duvets,

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★ Comfortable bar, midday and evening

snacks served.

★ Solarium, showers, pool table.

★ 30 bedrooms, BB from £11.00 BB, EM from

£13.00.

★ Winter weekend specials.

Coach parties, very welcome, driver stays free.

Telephone: Mrs Barker on

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(7667/HO)

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AS A STOP FOR COACH PARTIES  
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Queen's Hotel  
49 Scarborough Avenue  
SKEGNESS

Now under new management

Mrs Sylvia Gordon would like to welcome coach parties to the  
Queen's Hotel, situated just off the sea front

★ 26 Bedrooms, many en suite

★ Tea making facilities in all rooms

★ TV lounge ★ Very large Dining Room

★ Licensed Bar ★ Entertainment 3 nights a week

★ Excellent atmosphere ★ Wide varied menu

(5 course evening meal)

40 or over – driver stays free – 50 or over – 1 extra stays free

(14014/HO)

BOOK YOUR 1991 HOLIDAY NOW ON

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# COACHES WELCOME



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### EBOR TOWERS HOTEL

This delightful hotel overlooks Goodrington Sands and offers:

★ 30 rooms (mostly en suite)

★ TV lounge and coffee & tea making facilities in all rooms

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★ Entertainment twice weekly

Contact us on

**(0803) 551422**

**NOW TAKING 1991 BOOKINGS**

(13962/HO)

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### Under New Management DUNDARACH HOTEL, PILTOCHRY

30 bedrooms en suite, totally refurbished, tea making facilities, telephones, colour TVs, centrally heated throughout, within walking distance of the Festival Theatre and town centre.

**(0796) 2862**

### THE BIRNAM HOTEL, DUNKELD

AA★★★ RAC★★★  
30 bedrooms en suite (totally refurbished 1987), tea making, telephones, colour TV, centrally heated throughout, lift to all floors, baronial dining/ballroom for 150.

**(03502) 462**

Coach lunches welcome at both hotels

Our position makes us an ideal centre for a week's stay in the Perthshire Highlands.

### SMAILE FAMILY HOTELS

where a warm welcome awaits you  
(13522/HO)

**COACHMART  
NO. 1  
FOR  
INDUSTRY  
NEWS**

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### IF NEWQUAY'S THE VENUE

Then it has to be

### NORTHCOURT HOTEL

overlooking the beautiful Lusty Glaze Beach

We specialise in small groups. 15 comfortable bedrooms, most with sea views, en suite and ground floor rooms available. Colour TVs and tea makers in all rooms, open all year, coach parking on grounds, driver FREE.

**THE MOST COMPETITIVE RATES  
NOW TAKING 1991 BOOKINGS**

**Tel. Trevor on (0637) 872512**

(13942/HO)

### NEWQUAY

Arundell Hotel, Mountwise, Cornwall

A friendly family run hotel, centrally situated with panoramic sea views and ample parking, offering full English breakfast and varied menus. Under personal supervision of chief proprietor.

★ 36 rooms, all en suite, all with colour TV, radio, telephone, Intercom, tea making facilities.

★ Entertainment 6 nights a week in our large bar with dance floor.

★ Full central heating, laundry and ironing facilities. ★ Lift

★ Heated indoor pool ★ Driver free ★ Sauna ★ Solarium ★ Spa pool.

**OPEN ALL YEAR**

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1987/1989, full stage specifications, tested and taxed, power door, good condition, ready to go.

**£5,000 + VAT upwards**

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(13949/BB)

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53 seats, twin tanks, radio and PA, very good condition, MoT March 1991.

**£9,500 + VAT**

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(13951/BB)

### BARGAIN BUS 1979 AEC PLAXTON MkIV SUPREME

57 seater, 2F/GB Telma, radio/PA, extra side lockers, new clutch, MoT May '91. Good tidy coach.

**£10,250 ono + VAT**

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(14007/BB)

### BARGAIN BUS 1977 FORD PLAXTON SUPREME

53 seats, MoT October 1991.

**£2,750 + VAT**

**Telephone: 0234 711318**

(14040/BB)



## BARGAIN BUSES



## BARGAIN BUS

1977

**BEDFORD CF**

16 seater, good condition for age, test until April 1991, automatic door, taxed until December 1990, new floor 2 years ago.

**£1,500 + VAT ono**  
Telephone: 0260 277649  
(14043/BB)

## AEC

1976

**760 PLAXTON**

57 seats, new MoT, suitable contract work.

**£6,000 + VAT**  
**Cedar Coaches,**  
**Bedford**  
**(0234) 54054**

(13741/AEC)

1977 AEC 760 PLAXTON SUPREME, 49 seats, ZF box, power door, 12 months MoT, 6 months tax, excellent condition for year, good runner, owner driver. **Sensible offers. Tel. 0902 354315.** (13959/AEC)

**ALLCO PASSENGER VEHICLES****SPECIAL OFFER**

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(13769/AEC)

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1984, YNT PLAXTON PARAMOUNT 3200. 49 'E' Type seats, courier, curtains, carpet, power door, tinted windows, MoT to April 1991, excellent condition throughout. **£25,950 + VAT.** Tel. 0530 32399. (13925/BE)

**FOR SALE  
BEDFORD YMP**

10 mtr, 1985, Plaxton Paramount bodywork fitted with 38 reclining seats, Telma retarder, fitted to high spec.

**Armchair Passenger Transport**

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(13726/BE)

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**1975 PLAXTON YRT ELITE**

Power door, 53 seat, MoT until 1991, very good condition.  
**£2,500 + VAT ono**

**1974 PLAXTON YRQ ELITE EXPRESS III**

Power door, 45 seats, MoT until Dec 1990.  
**£2,200**

**Tel. (0278) 683280**

(13740/BE)

**1982 BEDFORD 35 SEATER PLAXTON SUPREME**

Full soft trim, MoT to May '91

**£16,500 + VAT**  
**SWEYNE COACHES**  
**(0405) 84263**  
**(N. Humbs)**

(13838/BE)

**20 SEATER FARO II**

MoT til 14.11.90 or would re MoT, good condition, petrol engine.

**£4,500 + VAT**  
**Cedar Coaches,**  
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**1973-1980 BEDFORDS**

Long MoTs, some non-runners, closing down, all bargains.

**From £750**

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1974 BEDFORD DOMINANT 29 seater, MoT and taxed Dec 1990. Reliable coach and tidy machine for year. **£2,950 + VAT.** Unsworth Coaches. Tel. 0942 873599. (13944/BE)

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engine, recent clutch and gearbox, omo, 53 seats, long MoT, vgc all round

**£2,650 + VAT**  
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**(0208) 872123**

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**1981 BEDFORD YNT DOMINANT III**

New test, 12 metre, 53 E-type seats, cherished plates, absolutely excellent condition

**OWNER/DRIVER**  
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**TEL: (0703) 643885**  
**(HANTS)**

(13915/BE)

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53, Bristol Dome, power door, new MoT

**£7,000**

YMO

50 seat automatic, MoT May 91  
**£5,500**

**MIDLAND TRAVEL,**  
**MANSFIELD**  
**0623 743576**

(13997/BE)

**1976 BEDFORD YMT**

53 seats, MoT June 1991, clean tidy machine, very reliable

contract motor.  
**£3,500**

**Telephone: 0203 680666**

(13875/BE)

1984

**BEDFORD YMT DUPLAZER 1**

11 metre coach, 51 seats, side lockers, radio, PA. Owned by us from new, new engine fitted June 1990. MoT until August 1991. Finished in silver red and maroon. Very good condition.

**£26,500 ono + VAT**  
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**(0443) 820142**  
**Cled Williams Coaches**  
(13548/BE)

**1979 OCTOBER PJK**

29 seater, very good condition, new tyres etc, tested till June 1991.

**£6,200 ono**  
**Tel. 0742 442467**

(14041/BE)

1979

**BEDFORD YMT PLAXTON SUPREME**

53 seats, MoT Sept 1991.

**£6,000 + VAT.**

**Tel. Barrie**  
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**Essex**

(13976/BE)

**1986 D-Reg BEDFORD YNV DUPL**

320 Executive, 53/57 recliners, NSR, toilet, coffee machine, radio cassette, wired and boxed for video, mechanically and body in excellent condition.

**£38,750**  
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1983

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53 seater, ZF gearbox, 6 speed, express doors, Telma, tinted double glazed windows, immaculate condition inside and out, one full year's MoT, taxed.

**£19,000 ono + VAT**  
**Tel: 0642 482720 or 0642 476436**

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**1982 X REG BEDFORD YMT DOMINANT II**

53 red moquette seats, power door, Bristol dome, new MoT, radio.

**£10,000 plus VAT**

**Tel. (0734)**  
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(13770/BE)



**BEDFORD**

**1976 BEDFORD PLAXTON  
SUPREME**, 53 seats, MoT  
April '91. **£3,750**

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**WOULD CONSIDER EXCHANGE  
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45 seater, MoT June  
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**£6,000**

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40-seater with many  
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**£25,000 ono**

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1988 'E' reg  
Full spec exec, 51  
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**£79,000 + VAT**

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Day (0487) 843333  
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(13986 DAF)

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Choice of two.

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With Supreme IV recliners, curtains,  
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With Supreme IV, 45 reclining seats,  
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*Both vehicles maintained from new.*

*FULL SERVICE HISTORY.*

**£6,500 ono + VAT each**

**WESTBUS (UK) LTD  
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### DENNIS JAVELIN

**F reg, 57 seaters**

One - Aug '88 Plaxton, MoT  
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Two - Mar '89 Duple, MoT  
Mar '91

One - Apr '89 Duple, MoT  
Apr '91

**£55,000 each + VAT**

**CLARKES COACHES  
(0788) 832288**

(14010/DE)

**FORD**

### 1978 FORD 53-seater Coach

MoT January 1991, **MUST BE  
SEEN**, only

**£4,000 ono + VAT**

**Tel. (0291) 625251  
or night (02912) 70018  
(Chepsaw, Gwent)**

(13998/FO)

**1978 FORD 16-seater, £1,750**

**1980 FORD 16-seater, £2,000**

Both with new test  
certificates

**1978 FORD DUPLÉ  
DOMINANTS**, choice of two,  
**£5,000 each**

**ALL PLUS VAT**

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(13985/FO)

**DAF**

### Y REGISTERED DAF ALFA MB200

53 recliners, curtains,  
radio, PA, very clean  
reliable vehicle, owned by  
us from new.

**£20,000 + VAT.**

**Would consider  
cheap part-exchange**

**Tel: (0977)  
791738/792106**

(14003/DAF)

### 1980 DAF MB200 DKTL

Plaxton Supreme IV,  
57 seater, tinted windows,  
curtains, MoT.

**£17,500 + VAT**

**Tel. 081 423 0648**

(13731 DAF)

**LEYLAND**

### COACHES FOR SALE

N. Ireland operator.  
**1974 LEYLAND LEOPARD**,  
53 seater, 680 engine, Dominant body,  
semi-auto.

**£7,800.**

Also **LEYLAND LEOPARD**,  
49 seater, 680 engine, Dominant  
body, semi-auto.

**£10,200.**

*Both vehicles in  
excellent condition*

**Tel: 0693 838663**

(13950/LE)

### 1985 FORD T152 PLAXTON PARAMOUNT MARK II

29 E-type seats plus courier with 3  
Plaxton fitted tables and lamps,  
many extras including power  
doors, new engine and speed  
limiter, MoT May '91, mint  
condition, used from new mainly on  
hotel work.

**£25,850 + VAT**

or would consider 1982/83 Ford 53  
seater Plaxton Supreme Mark IV or  
V with power door and Bristol  
dome in p/x.

**0905 620510 or 0905 620077**

(9499/FO)

A REG. FORD TRANSIT. 12 seater,  
PSV, new conversion, soft trim in blue  
and grey/white interior, excellent con-  
dition, radio cassette. **£2,500. Tel. 061  
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(13729/FO)

**JONCKHEERE**

### 1985 JONCKHEERE P599 SCANIA K112

51 seats, full executive,  
all usual Jonckheere extras,  
very good condition.

First to see will buy

**£52,500 + VAT ono**

**Tel. Phillip Groom  
071-638 5700/0293 565588**

(14011/JO)

### 1982 X REG LEYLAND TIGER 218

Semi-auto gearbox, Plaxton  
Supreme VI express, 57 seats,  
MoT Feb '91, radio, pa,  
cassette, power door, blue  
and maroon, mustard  
moquette, Bristol dome.

**£22,000 + VAT ono**

**Tel. 0734 713257**

(13771/LEY)



## LEYLAND

**SOUTHEND  
TRANSPORT LTD**

**1979 LEYLAND LEOPARD**  
Duple Dominant II body, 57  
seats, MoT September 1991,  
painted white.

**£10,850 + VAT**  
Telephone: Peter Levett  
**0702 355724**

(13984/LE)

**1980  
LEYLAND LEOPARD  
PLAXTON EXPRESS**

53 seats, Dynair, Kysor  
blinds, many extras,  
MoT April 1991

**£17,000**  
**0594 542224**  
**Gloucestershire**

(13759/LEY)

**1975  
LEYLAND  
LEOPARD  
ALEXANDRA  
SERVICE BUS**

680 engine, 62 seater, 1 year  
MoT.

**£4,000 ono + VAT**  
Tel (0743)  
**791208/701539**

13547/LC

**1981 LEYLAND  
LEOPARD**

57 seater, Plaxton Supreme,  
COF to Aug 1991, seats  
recovered, power door, radio.

**£17,500 + VAT**  
Tel. (0371) 872644  
(Essex)

(14012/LEY)

**FOR SALE****1984 12 METRE  
LEYLAND TIGER**

248 Plaxton Paramount 3500  
bodywork, 49 reclining seats,  
fitted with Telma retarder,  
cherished number plates,  
Suttrak air conditioning, toilet,  
video, drinks machine, first  
class condition.

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**RE-ADVERTISED  
DUE TO TIME-  
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**Must be the  
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Season.**

Space needed

**1980 LEYLAND  
LEOPARD  
DOMINANT II**

New MoT, exterior  
white, s/auto, Telma,  
recent retrim.

**£11,500***First to see will buy*

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(13876/LE)

**1986 LEYLAND  
TIGER CUB  
OPTARE**

33 seater bus, 4 speed,  
manual gearbox, new  
MoT.

**£10,500 + VAT ono**  
**091 389 0494 day, or**  
**091 388 5475 eves**

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**M REG  
LEYLAND  
NATIONAL**

48 upholstered  
dual purpose seats,  
MoT May '91.

**£3,150 + VAT**  
**Tel. (0525)**  
**374151**

(14045/LEY)

**1987 D DUPL 425 CUMMINS/ZF**

Auto new gearbox, 44 seats with trays, servery, fridge, sunken  
toilet, wired for video and 3 monitors. MoT 4/91.

**£55,000****1983 Y LEYLAND TIGER/PLAXTON 3500**

50 recliners, continental door. MoT 2/91.

**£28,000****1983 Y LEYLAND TIGER/PLAXTON 3500**

48 recliners, continental door, sunken toilet (2 available, MoTs  
11/90, 12/90).

**£30,000****1983 Y LEYLAND TIGER/PLAXTON 3200**

48 seats, floor level toilet, Express doors. MoT 1/91.

**£25,000****1983 Y LEYLAND TIGER/DOMINANT IV**

53 seats, Express doors (2 available). MoTs 2/91.

**£24,000**

**All Tigers with semi automatic  
gearboxes.**

**No reasonable offer refused  
(our definition!)**

**Telephone for further details or to  
arrange viewing.**

**Daytime 0202 537568**  
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(13700/LE)

**1989 (F) DUPL 340  
LEYLAND TIGER**

Cummins 290 ZF Auto gearbox, 55 seats  
plus carrier seat, continental door, white  
exterior. Choice of two. MoT March 1991,  
April 1991.

*Finance available for established operators.*

**£77,000**  
**0255 503864**

(14009/LEY)

**1985 LEYLAND  
TIGER**

Plaxton Paramount 3500, 49  
reclining seats + courier, seat,  
toilet, radio and drinks  
machine, MoT to 3/91.  
EXCELLENT CONDITION.  
Ours from new. Choice of two.

**£55,000 each + VAT**

**John Fishwick &  
Sons**  
**(0772) 421207**

(13643/LE)

**Due to replacements we have  
the following for sale:**

**1983 12 MTR  
LEYLAND TIGER  
245**

Plaxton Paramount 3500  
bodywork, 50 reclining seats,  
fitted with air conditioning,  
Telma retarder, cherished  
number plate, in first class  
condition, fitted with latest  
Level 6 Series TL11 engine  
and latest Rockwell back axle.

**ARMCHAIR PASSENGER  
TRANSPORT**  
Tel. 081 568 8227

(13725/LE)



## LEYLAND

**Y REG  
LEYLAND TIGER**

46 recliners, toilet, coffee machine, wired for TV and video, Super High Goldliner Dominant III, MoT Feb 1990, good condition.  
May part exchange.

**£22,000 ONO + VAT**

Tel. 031-666 0857 (Scotland)

0836 588331

(13747/LEY)

**1973 Ex-Transit  
Plaxton Leopards**

1 x 40 seats, Webasto, MoT April 1991

**£4,750**

1 x 53 seats, express doors, MoT Aug 1991

**£4,750**

Both vehicles have Tacho, power steering and in excellent condition

**MAKE A SAVING, and buy the pair for only****£9,250****PRIVATE SALE - NO VAT**

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**A REG MERCEDES**

21 seater, very good condition, taxed/tested, Bristol dome, repainted in white with red stripe, new tyres.

Maintained to a very high standard.

**OFFERS****1980 BEDFORD**

16 seater, 1 year's MoT.

**£3,250 + VAT**

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or (0932) 241115  
eves/weekends

(14047/ME)

**1983  
MERCEDES  
813**

29 seats + courier, coach built body with power door, colour white, MoT Jan '91.

**£11,750 + VAT**

or exchange for 20 seater.

Tel. Torquay  
(0803) 324597

(13940/ME)

## MERCEDES

**1986 PLAXTON  
MINI SUPREME**

25-seat coach on Mercedes L608D chassis. Well equipped with full carpeting and forced air ventilation. Full maintenance records from new.

**EPSOM COACHES  
(0372) 725252**

(13763/MC)

## SCANIA

**SCANIA KR112  
JONCKHEERE PS99**

1984, wc, TV/video, double glazed, 49/51 seats, good condition.

**£48,000 ono****C & G Coaches  
(Cams) 03543 5216**

(14019/SC)

## VOLVO

**VOLVO B58 PLAXTON**

Private Plates  
MoT 9/91, Taxed  
57 Seater.

Volvo re-built engine  
2 years old.

Reconditioned gearbox.  
**£7,500 ono**

**VOLVO B58 11 metre**

49 seater, Plaxton  
Re-upholstered, Re-panelled  
**£6,500 without MoT  
£7,500 with MoT**

**Tel: (0236) 48165**

(13979/VO)

**1980 VOLVO B58 PLAXTON  
SUPREME**, semi auto, 48 seater  
exec, rear toilet, drinks  
machine, wired for TV/video,  
recon gearbox and fluid flu  
wheel fitted this year. Private  
plate, MoT March 1991.  
**£19,500 + VAT.**

**1977 VOLVO B58 PLAXTON  
SUPREME**, 57 seater, recon  
engine, new ZF gearbox and  
steering box, centre floor and  
retrim last year. MoT May 1991.  
**£13,500 + VAT.**

**Tel: 081 845 6979 daytime  
081 845 4243 nights**

(13857/VO)

## SETRA

**1988 SETRAS**

215 HD, 42/49 seats with full JLD galley and Pullman. Tables, if required, hot oven, 240v micro, TV, etc. Superb all round condition. Probably the smartest Setras in the UK. Executive contract loss forces sale.

**Reasonable offers please****WEST COUNTRY PULLMAN****(0249) 443904, (0666) 824211 (eves)**

(13996/SE)

## SEDDON

**AUGUST 1976  
SEDDON 7  
ALEXANDRA BUS**

Gardner 180 engine, 53 seats,  
24 standing, MoT till 17.8.91.

**£6,250 + VAT**

**Cedar Coaches,  
Bedford**

**(0234) 54054**

(13743/SD)

## VAN HOOL

**SOUTHEND  
TRANSPORT LTD  
VAN HOOL**

1985 C reg, Astromega  
double deck coach, 84  
seats, Mercedes engine.

Telephone: Peter Levett

**0702 355724**

(13978/VN)

## VOLVO

**1982  
B10M VAN HOOL  
ALIZEE**

1983

**DUPE CARIBBEAN**

Both with toilet, hot drinks, wired  
for video.

**£40,000 each + VAT**

Tel: 0286 5175 or 0286 77858

(14046/VO)

**1988 VOLVO B10M  
PLAXTON 3500**

Executive, toilet, drinks machine,  
bunk, **£73,500 ono.**

**1984 B10M PLAXTON 3500**

Video, Telma, toilet, Webasto,  
double glazing, **£50,000 ono**

**Daisy Bus Service (Ermine  
International), Brigg (0652) 52481  
- ask for Nigel**

(13723/VO)

**For sale due to new fleet replacement for 1991 season.**

**VOLVO B10M**, Telma, super executive Conference Liner 'A' reg, 1983, Duple Caribbean, 6 speed splitter ZF gearbox, 20 special reclining seats at 6 tables and 7 high-backed seats in rear section. Full kitchen with microwave cooker, large fridge, 2 sinks, hot/cold water, large work surface, drawers/bottle racks, large Klix drinks machine, mains hook up to 240 volt electrics, sunken rear toilet, 3 TV/video screens, stereo, telephone system, carpeted throughout, double-glazed, air extractors, curtains, airport lights, driver's bunk, Webasto heating, only **£35,000 + VAT.**

**VOLVO B10M**, Telma, 1988 'E' reg Plaxton 3500 low driver, GT 4 star specification, 57 reclining seats (49 now fitted), TV/video/stereo, demountable sunken centre toilet, Webasto heating, telephone system, Klix drinks machine, fridge, aircraft lockers, all rubber floor and carpet, special large through luggage lockers and side flaps, airport lights, double-glazed, full draw curtains and sunblinds, driver's bunk, only **£75,000 + VAT**

**VOLVO B10MT**, Telma, Plaxton 4000 RS, 4-star specification, 67 reclining seats plus 2 courier seats on crew deck and driver's bunk, double-glazed, fridge, Klix drinks machine, 5 TV/video screens, telephone system, built for silent running, 3 sliding roofs, airport lights, very large luggage lockers  
**1986 - £69,950 + VAT with reconditioned engine  
1988 - £87,500 + VAT**

All the above coaches have long MOT's and have been maintained regardless of cost in immaculate condition throughout. Full service history available.

**FLIGHTS** Coach Travel Ltd

Tel: 021-554 5232 Contact: Geoff Flight

(13760/VO)



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# CLASSIFIED MARKETPLACE

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## VOLVO



**1983 VOLVO B10M** Plaxton 3200, 53 seats, MoT April '91, power door, radio, PA, re-panelled and re-painted in brilliant white, lovely condition.....**£35,000**

**COACH RENTAL  
ON OLDER VEHICLES  
25p PER KM  
SCOTLAND ONLY**

**VOLVO K19  
RECON G/BOXES  
AVAILABLE**

**££ VOLVO COACHES ££  
££ AND MERCEDES ££  
££ MINIBUSES WANTED ££  
££ All body types and specification ££  
££ purchased for cash. ££  
££ Any condition. ££  
££ Immediate settlement ££**

**TRAMONTANA  
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CARFIN, MOTHERWELL  
TEL: 0698 53845/861790

(33156/VO)

## MINIBUSES

1984

**M.A.N.  
REEVE  
BURGESS**

28 Seater

**£10,000 + VAT****Tel. 0263 733932****(Norfolk)**

(13558/MB)

### 1980 VOLVO B58 ALPHA

53 seats, Telma, tinted windows, radio cassette, MoT March '91.

**£16,000 ono  
+ VAT**

Photo available

**Tel. (0203)  
392655 or (0203)  
381686**

(13943/VO)

**VOLVO B10M GLE**, 1983, laser, ABS, Telma, double glazed, 57 seats, MoT to March '91, extra lockers, excellent condition. **£32,000 + VAT**. Coliseum, Southampton. Tel. (0703) 472377.

(13916/VO)

**1981 VOLVO B58 DUPE**, brand new engine just fitted, test applied for, **£22,000**. Tel. 081-974 2834. (13756/VO)

### SCARLET BAND COACHES

have an excellent

**1986 CAETANO B10M MKII**

Low driver, 49/53 seats, toilet, coffee machine, TV/video, curtains, low mileage.

**£57,500 + VAT**

**Tel. 0740 654247 Day  
0740 654336 Night**

### VOLVO B58 VAN HOOL

50 recliners,  
test till Feb 1991

**£12,750 + VAT ono****Tel. 0723 375229**

(13966/VO)

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Where the Best cost Less

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ADVERTISEMENT  
ON PAGE 35

**Tel. 061 832 8406**

(51081/MB)

### 1980 VOLVO B58 PLAXTON SUPREME

49 seats, air door, to be sold with new MoT.

**£18,500 + VAT****Tel. 081-644 2891**

(13748/VO)

### 1984 VOLVO B10M GLT VAN HOOL

49 reclining seats + courier, video, centre toilet, drinks dispenser, bunk, telephone. MoT March 1991.

**£49,000 + VAT**

**Tel. Barrie  
0787 210260**

**Essex (13977/VO)**

### IVECO FORD DAILY CRYSTALS CONVERSIONS

35.8, August '87, E reg, 15 seater, luxury minicoach, white, tinted windows, 5 speed gearbox, high back seating, with armrests, towbar. A very, very nice vehicle.

Also including a Leyton 120L load lugger trailer in white.

**£10,000 + VAT (may split)  
Tel. 0444 242052**

(13974/MB)

## MINIBUSES

## NORTH WEST COACH SALES LTD

Deal direct with the manufacturers.

The quality PSV and welfare converters.

**BUY NOW AT PRE-INCREASE PRICES**

Finance arranged on all models.

<b>MERCEDES BENZ 609D</b> , 19-26 seat coach, from.....	<b>£26,370</b>
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<b>EX STOCK MERCEDES 709</b> , 21 full size seats, with very large boot, perfect vehicle for airport or hotel transfers .....	<b>£30,750 nett</b>

CONVERSION also on RENAULT/FORD/TALBOT EXPRESS VEHICLES.

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AFTER HOURS 0925 68002**

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## MINIBUSES

### 1988 IVECO 49/10 TURBO

25 + 6 standees, stage carriage specification, MoT Feb 1991, very clean vehicle.

**£15,000 + VAT**

**Tel. 0403 59003**

(14015/MB)

### 1989 FORD TRANSIT MINIBUS

Petrol, 16-seater, CoF, MoT

**£8,500 ovno + VAT**

**Tel. 091-265 6747**

(14006/MB)

T REG TRANSIT, MoT to June 1991, petrol, 12 seater, radio, make idea school bus, extremely reliable. **£1,000 + VAT. Tel. 0705 812882 or 829992 or 372343.** (13607/MB)

### 1981 MERCEDES 508D

Exterior white, unlettered, MoT Sept 1991, 21 new retrimmed coach seats, curtains and soft trim to racks and roof. Excellent condition throughout.

**£6,000 + VAT**

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**(day) or (0865) 242302 (eves)**

(13766/MB)

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1986 FREIGHT ROVER SHERPA. 350 series, new PSV test, 16 high back seats, made to measure minicoach conversion, excellent upholstered interior, luggage racks, heater, radio cassette.

**£7,250 + VAT**

**Telephone: 0884 820849 (DEVON)**

(13728/MB)

### GREATER MANCHESTER BUSES LIMITED

Offers are invited for the purchase of:-

**7 Dennis Domino Midi Buses (1985) and 10 Dodge S56 Minibuses (1986 & 1987)**

To view and for further details

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Buses Ltd**

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Ardwick**

**Manchester M12 6JS**

**Tel: 061-273 3322 Ext 3212**

(13744/MB)

### 1990 MODEL AT 1986 PRICE

### LEYLAND DAF

16 seat, new, unregistered, 16 high back seats, soft trim, additional heater, body insulation etc, 1 only.

### LEITH MINICOACHES

**Tel. (0659)**

**50322**

(14038/MB)

### 1986 (C) IVECO 35.8

16 seater, diesel mini coach, **£5,750 ono**

### 1986/1989 FREIGHT ROVER

Minicoaches, choice of 5, all diesel, **from £5,000 ono.**

*Two must go. No sensible offers refused.*

**Tel. 0205 722359**

(14044/MB)

### 1987 D REG FREIGHT ROVER SHERPA 350

Diesel, dormobile, PSV, 16 seat bus, tax November 1990, PSV test January 1991, soft trim sides and roof, quad vent, elec op door, low back moq seats + 5 standees, very tidy condition.

**£5,250 + VAT**

**Telephone: 0535 653350  
(West Yorkshire)**

(14048/MB)



# SCOTT

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**FORD TRANSIT, diesel, 15 seats, luxury.**

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**COACHBUILT HAWK 811D, 33 seats, luxury.**

**FORD TRANSIT DIESEL TURBO, 20 seats, power door.**

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D**

**1983 MAN RIVIERA, 28 seats, power door, full luxury.**

**1988 (Nov) FORD TRANSIT 190 Diesel, 16 seats, plus power door, low mileage, immaculate.**

**1976 BRISTOL LHS PLAXTON, 33 seats, express doors, new front, retrimmed, 12 months MoT.**

**1988 MERCEDES 407D, 15 seats, new MoT, very clean, luxury.**

**1988 MERCEDES 508D, 20 seats plus tables, very clean.**

**1987 MERCEDES 609D, 25 seats, very clean.**

(12371/MB)

**SCOTT of Bellshill Ltd**

**contact: George Stratford tel: 0355 235186**



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COACHES

- Dormobile body
- 16 seats plus 5 standing
- 12 months PSV
- Power door
- Saloon heaters
- Destination gear
- 2.5Di engine
- Tachograph
- Delivery mileage
- Immediate availability

**£18,950**  
+ VAT  
or 4 year lease  
inc dealer buy  
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## NEW STOCK

**814 MERCEDES TURBO.** Intercooled, PMT AMI front, 33 seats, wide body, full width coach seats, electric glider inswing door, large boot, high spec plus standees. Stock.

**811 TURBO MERCEDES.** PMT AMI front or Mercedes front, 33 seat, wide body, coachbuilt with power glider door, large boot, full width coach seats, high spec + standees. Stock.

**811 TURBO MERCEDES.** 27 seat, wide body coachbuilt with power glider door, large boot, full width coach seats, high spec & standees. Stock.

**709 MERCEDES.** PMT. 25 full width coach seats, power door glider, large boot + standees. Stock.

**609 VAN CONVERSION.** 24 seats, electric door, deep boot, 1 week.

**609 VAN CONVERSION,** 19 seats, electric door, deep boot, one week. Stock.

**410D MERCEDES.** 16 seats, full luxury.

**308 MERCEDES,** 14 seats, high roof, side loading door.

**308 MERCEDES,** 12 seat, one week.

## USED

**1988 MERCEDES.** 26 seats.

**1987 MERCEDES.** 23 seats.

**1987 FORD TRANSIT Diesel,** 12 seat, non PSV.

**1987 FORD TRANSIT Diesel,** 12 seat crew bus.

**1986 MERC 608,** 25 coach seats.

**1986 TOYOTA OPTIMO.** 19 seats plus courier.

**1983 MERCEDES.** 19 seats.

## STAGE CARRIAGE

**1979 BRISTOL ECW,** 27 seats.

**1988 MERCEDES 609,** 20 seats plus standees.

(5436/MB)

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH  
CONTACT JOHN LEITCH ON 031-333 2001  
OR EVENINGS 0357 21888  
ALSO GORDON SHEARER ON 0466 2077 EVENINGS

1989 307D  
MERCEDES MINIBUS

Scott PSV Conversion,  
33,000 miles on clock,  
white, has been accident  
damaged and repaired,  
any inspection invited.  
Part exchange available.

**£12,950 + VAT**  
**Tel. 0787 237426**

Essex

(13554/MB)

## UNCLASSIFIED

**1978 LEYLAND LEOPARD DUPE DOMINANT,** semi-automatic, white exterior, blue interior, power door, radio/PA system, good, clean and tidy motor, reliable workhorse, tested until March 1991.

**1986 VOLVO B10M GLT DUPE 340,** 53 recliners, toilet, TV/video, tea/coffee machine, Telma, double glazing, tested until March 1991.

All the above vehicles are well maintained and maintenance records are available for inspection.

NO REASONABLE OFFERS REFUSED

WRAY'S of HARROGATE

Tel. 0423 522466

(13991/UN)

## VOLVO B58

Tested June '91, taxed,  
excellent condition.

BEDFORD YMT  
DOMINANT II

Tested August 1991, taxed,  
good clean reliable coach.

Further details tel.  
(0638) 715101

(13993/UN)

## UNCLASSIFIED

**1978 BEDFORD PLAXTON SUPREME YMT 500,** 49 recliners tested May '91, good condition. **£7,000**

**1978 BEDFORD PLAXTON SUPREME YMT 500,** 44 Plaxton relaxers Jake brake, tested April '91, good condition. **£7,000**

**1979 FORD 360 TURBO VAN HOOL,** 53 seater, good condition. **£4,500**

**1972 BEDFORD YRQ 466 VAN HOOL,** exhibition coach. **£1,000**

All enquiries to:

**067 94 343/454**

(13944/UN)

**1986 DAF MB200 DKFL LAG GALAXY,** 53 reclining seats and courier, MoT January 1991, tax December 1990, TV/video, coffee machine, demountable toilet, bargain price ..... **£46,000 + VAT**

**1984 VOLVO B10M DUPE CARIBBEAN,** 49 reclining seats and courier, full exec with ferry lift, MoT January 1991, bargain price ..... **£38,000 + VAT**

**1982 BEDFORD YNT PLAXTON SUPREME VI,** 53 new seats and interior trim, new engine fitted 18 months, taxed January 1991, MoT February 1991 ..... **£14,000 + VAT**

**1981 BEDFORD YNT PLAXTON SUPREME VI,** registration number TRY 6X, 42 reclining seats, WC and servery, MoT November 1990, non runner, needs engine, hence price ..... **£6,800 + VAT**

**1975 BEDFORD YRQ PLAXTON PANORAMA ELITE III,** 45 seats, MoT November 1990 **£1,500 + VAT**

PART EXCHANGE WELCOME

Tel. (0480) 62329

(13854/UN)

## UNCLASSIFIED

APRIL 1988

## DUPE 425

Full spec, 53 recliners, toilet, coffee, fridge, carpeted aisle, double glazing, wired and boxed for TV, video, 160,000kms, one driver from new, arm rests, root rests, fully serviced, new rear tyres this week.

**£69,500 + VAT ovno**  
**Tel: 0895 31108**

(13968/UN)



## UNCLASSIFIED

## EXPRESS COACH REPAIRS LTD

## T REGISTRATION LEYLAND LEOPARD

53 seater, repanelled, new floor, retrimmed, Express doors, Bristol dome, MkIV front, repainted in stock cream, MoT till end Jan '91.

**£17,950 + VAT**

## V REGISTRATION FORD

53 seater, MoT till Dec 1990 and taxed.

**Offers around £7,000 + VAT**

## C REGISTRATION FREIGHT ROVER SHERPA

16 seater, MoT, taxed, high roof, coach seats, full soft trim.

**Offers around £7,000 + VAT**

**Tel. (0751) 75215**

*We also supply various coach spares including fibre glass panels.* (13967/UN)

## MAN SR280 1983

46 recliners, toilet, engine overhauled, long MoT, very nice condition..... **£28,000 ono**

## MAN SR280 1982

49 recliners, toilet, long MoT, requires attention..... **£18,000 ono**

## MAN SR280 1980

53 seats, engine rebuilt, taxed & MoT'd, Good clean vehicle..... **£18,000 ono**

## VOLVO 1980

45 seats, centre entrance door, long MoT, Very smart condition..... **£19,000 ono**

## VAN HOOL TA15 1988

Executive, 49/53 seats, low mileage, owned from new, excellent condition..... **£75,000 ono**

Assistance can be given with finance. Part exchange deals can be arranged.

All prices subject to VAT @ 15%

**Tel: BOB DUNN ON (0602) 784088**

(14002/UN)

## Classicoach P.S.V.

QUALITY USED BUS & COACH SALES & P.S.V.  
DISMANTLERS/SALVAGE

## WANTED FOR ££££s!!!!

We constantly require your obsolete, redundant and surplus P.S.V.s for dismantling or resale. Any condition incl. accident and fire damaged, non-runners, part stripped, vandalised, etc... We collect anywhere and give a better cash price on collection. Tenders welcomed at all times. Please telephone us last for top offer. Remember we won't waste your time or ours with a silly offer. We want your vehicles and we're prepared to pay good prices for them.

*Got a bus to sell? Large or small, all it takes is one easy call!  
No amount too large, none too small - we can handle them all!!*

## THIS WEEK'S STAR BARGAIN

**1956 LEYLAND PD2/WEYMANN 1/2-CAB DOUBLE-DECKER**, rear platform. Excellent order mechanically. MoT May '91. Recently withdrawn from P.S.V. training service. Brand new batteries just fitted. Top deck needs seats - can supply. Ideal cheap stop-gap driver trainer. Inspection welcome. Unrepeatable at only **£1,585 ono**. **P/Ex welcomed - cash adjustment either way.**

Always a wide selection of vehicles available with test or Class V, for P.S.V. service or catering units, driver training, hospitality/courtesy vehicles, majorettes, mobile offices/shops, motorhomes, open-toppers, promotional vehicles, recovery tender conversions, etc, etc...

*Collector's and vintage vehicles our speciality.  
Buying or Selling???*

## SPARES FOR SALE

We offer a large range of spares for most types bodies and chassis incl diff's, engines, gearboxes, glass, seats, starters, tyres, etc... Very reasonable prices. Nationwide delivery. A wide range of vehicles currently being dismantled. Why not give us a ring with your requirements? It could save you £££s!!! i.e. Leyland National body panels (various) from **£32.50**, Ley. Nat. exhausts **£40**, Ley. Nat. oil pumps **£20**, Ley. (Nat. power steering rams **only £10.95**).

**Very limited quantities available at these promotion giveaway prices - all brand new.**

**Tel: (0825) 872852 (Depot/office)**  
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**(0273) 512344 (Eves & weekends Helpline - 24 hours service)**

(13749/UN)

## COACHES FOR SALE

## Fleet Rationalisation

**1990 VOLVO B10M PLAXTON 3500, 49 seat Executive £85,000**

**1990 VOLVO B10M PLAXTON 3500, 53 seat recliner.....£80,000**

**1989 SCANIA K92 VAN HOOL ALIZEE, 55 seat recliner £75,000**

**1988 SCANIA K112 PLAXTON 3500, 49 seat Executive, choice of 2 .....£70,000**

**1987 SCANIA K112 PLAXTON 3500, 48 seat Executive £65,000**

**1986 SCANIA K112 PLAXTON 3200, low driver, 53 recliner.....£50,000**

**1985 TIGER 245 PLAXTON 3500, 48 seat Executive, choice of 2.....£42,950**

**1984 DAF LAG GALAXY, 49 recliner with toilet/drinks....£30,000**

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**1983 Tiger 245 Paramount 3200 Exec, vgc, MoT '91 .....£29,000**

**1982 Bedford YNT Dominant IV, MoT June '91, vgc .....£15,500**

**1982 Volvo B58 Dominant IV 12 Metre, 53 reclining seats, P/D, MoT .....£23,500**

**1982 Leopards, S/A, ECW, long MoTs, nice condition.....£11,750**

**1981 Leopard, S/A, Willowbrook 003, long MoT, tidy.....£8,000**

**1979 Bedford YMT Dominant 500, 53 seats, MoT.....£6,000**

**1979 Bedford YMT Plaxton, 53, vgc, new MoT.....£7,000**

**1975/6/7 Leyland Leopard, s/a, Plaxton Supreme, power door, various MoT.....From £5,500**

**P/X considered, finance available at very competitive rates, existing HP settled (subject to status). Short and long term hiring available.** (11792/UN)

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*This coach was completed in 1989 and had a detailed mechanical rebuild, from stem to stern, engine, gearbox (plus spare) rear axle and differential, (high speed diff) brakes, power steering, starter and alternator, tacho, fluid flywheel, new shocks, king pins, water pump, diesel pump, radiator, hoses, new tyres with 2 spare wheels.*

*The body was fully overhauled and stripped to bare metal and repainted in two pack into London Transport colours of red and cream.*

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1981

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| 1979 | BEDFORD YMT PLAXTON SUPREME IV, 53 seats, in good condition, recently reconditioned engine, MoT to Dec '90 .....                                       | £7,500 ono  |
| 1978 | BEDFORD YMT DUPLÉ DOMINANT II, 53 seats, in good working order, MoT to May '91 .....   | £5,000 ono  |
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**LEYLAND LEOPARD**, semi-auto Plaxton body, 53 seats, 1st reg 1/3/77, MoT February 1991.  
Reg number SUR 198R.

**LEOPARD**, semi-auto, 51 seats, power door, 1st reg 30/5/73, MoT May 1991. Reg number PNY 633L.

**BEDFORD YLQ**, Duple body, 45 seats, power door, 1st reg 1/4/79, MoT February 1991.  
Reg number AUJ 739T.

**BEDFORD YMT**, Plaxton body, Grant doors, 53 seats, 1st reg 1/4/80, MoT March 1991.  
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**£34,500**

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53 recliners, side lockers, diss, radio, cassette, pa, heater, MoT April '91, speed limiter.

**£37,500**

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15 seats, Meltor conversion, radio, cassette, pa, heater, MoT April '91.

**£5,000**

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12 seats, radio, pa, heater, MoT Nov '90.

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**1972 LEYLAND ATLANTIAN**, 680 engine, Alexandra body, choice of 1. Cheap to clear.

**1979 BEDFORD YMT PLAXTON**, Supreme IV, tested Feb '91, 53 seats, power door.

**1973 DAIMLER FLEETLINE**, 150 Gardner engine, dual door, test October, cheap to clear.

**1974 BRISTOL LH**, ECW bodies, 43 seats, choice of 2, tested March '91 and Nov '90.

**1973 LEYLAND NATIONAL**, 10.3mtr, single door, test March 1991.

**1974 LEYLAND NATIONAL**, 11mtr, ~~SOLD~~ Oct 1990.

**1972 BRISTOL RE**, ECW body, Leyland 680 engine.

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All tested.

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MoT Sept 1990.

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'91, choice of two .....£64,850

1987 VOLVO B10MGL IKARUS 358 BLUE  
DANUBE, 51 reclining seats, continental door,  
MoT Oct '90, choice of two .....£55,000

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3500, 53 recliners, rear continental door, MoT  
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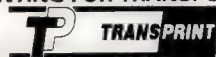
above average condition

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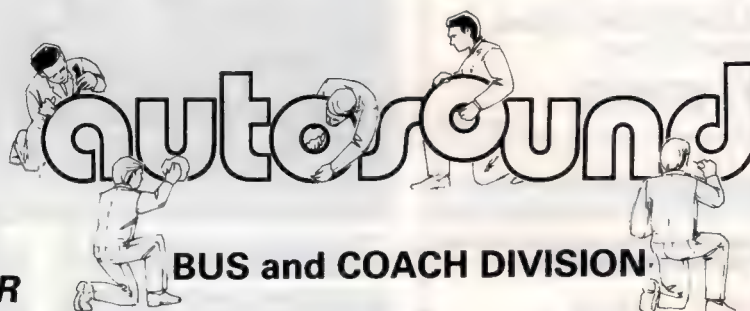
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LEYLAND 510	LEYLAND 680	LEYLAND 680	LEYLAND 401
LEYLAND 510	LEYLAND 680	LEYLAND 680	LEYLAND 401
LEYLAND 510	LEYLAND 680	LEYLAND 680	LEYLAND 401
LEYLAND 510	LEYLAND 680	LEYLAND 680	LEYLAND 401
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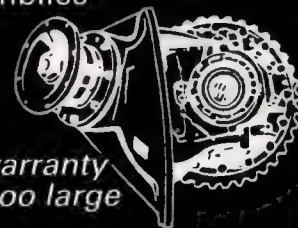
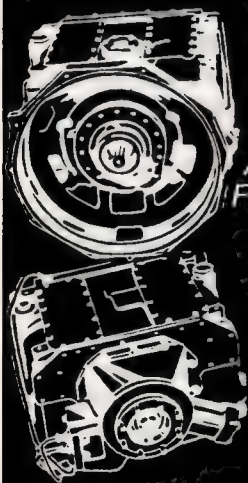
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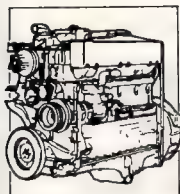
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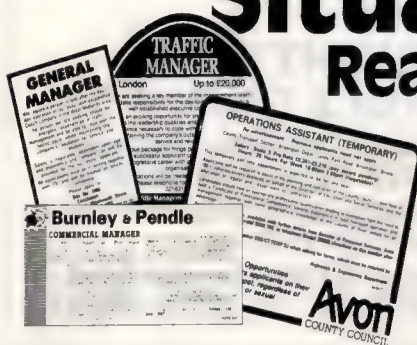
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We have over 20 years of experience arranging  
insurance packages for coach operators.

**LOOK!**

- ★ Insurances arranged for single vehicle and large fleet operators, also new business ventures welcome.
- ★ Continental extensions daily/annually arranged.
- ★ Travel packages arranged UK and continental.
- ★ Personal, friendly attention given to all enquiries.
- ★ Also available, exclusive facility for taxi operators for public and private hire.
- ★ Easy payment terms available

*Please contact:***THE WRIGHTSURE  
INSURANCE GROUP**

**Wrightsurre House, 27 Booker Avenue,  
Liverpool L18 4QY. Tel. 051 724 2266 or  
5 Dixon Street, Glasgow, Scotland G1 4AL  
Tel. 041 227 6775 or**

**Wrightsurre House, 62 Maidstone Road,  
Grays, Essex RM17 6NF. Tel. 0375 378371**

(9949/CI)

**PUBLIC AND PRIVATE  
HIRE INSURANCE**

Contact the EXPERTS for quotations on all  
types of vehicles, ie cars, coaches and  
minibuses.

Competitive premiums with no hidden extras.

UK and continental extensions available for  
fleet and single operators.

Insurances effected with leading insurers and  
experienced claims staff to support you.

Our friendly staff await your calls.

*Please contact***REASON & CO LTD**

**Marlowe House,  
Station Road, Sidcup,  
Kent DA15 7ET.  
Tel. 081 300 7720**

(12326 CI)



**LINCOLNSHIRE ROAD CAR**

**Part of the Yorkshire Traction  
Group of Companies**

requires a

**CHIEF ENGINEER**

The company operates 250 buses and coaches in the county of Lincolnshire and neighbouring areas from 8 depot profit centres.

You will be wholly responsible for the satisfactory maintenance of the fleet, together with the buildings plus other high level decisions befitting this senior position.

You must be a proven able manager used to working for profit together with a qualified road transport engineer.

In turn we will offer you an attractive negotiated salary package including a company car and the possibility of a directorship to the right person.

Interested?

Then send your handwritten application letter plus a CV under private cover to:

**A F HOWARD, LINCOLNSHIRE ROAD CAR CO LTD,  
PO Box 15, Saint Mark St, Lincoln LN5 7BB**

by 14th October 1990

(14021/SV)



**IPSWICH TRAVEL**

**COACHING MANAGER**

Ipswich Travel is the coaching division of Ipswich Buses Limited. A vacancy exists for the position of Coaching Manager, based at Ipswich.

Ipswich Travel operates a small fleet of vehicles operating a programme of holidays, weekend breaks, private hires and contract operations.

The successful candidate will be expected to work as part of the small Ipswich Travel team, and will have overall responsibility for the performance of the coaching activities.

Previous experience in the coaching industry is preferable but not essential. We will be looking for someone who is able to take up the challenge of developing Ipswich Travel into a major coaching force in the Ipswich area.

A salary of not less than £14,000pa and conditions package including company car, will be available to the successful applicant.

Applications with full personal details and experience should be sent to:

**Mr M A Robson, Operations & Marketing Director,  
Ipswich Travel Limited, Constantine Road, Ipswich IP1 2DL**

to arrive not later than Monday 15th October 1990.

Previous applicants need not apply.

(13947/SV)

**MANAGEMENT TRAINEE  
EXPANDING COACH COMPANY**

In North East Scotland is looking for an energetic person with time and an interest in coaching, ambitious to learn and to progress within the company.

Opportunities for promotion could be available to the right person.

Applications should give details of age, education, background and work experience, to:-

**Box No. 14001  
COACHMART**

**Wentworth House, Wentworth Street, Peterborough PE1 1DS**

(14001/SV)

**APPOINTMENTS****TRAFFIC MANAGER****THE  
COMPANY**

Park's of Hamilton (Coach Hirers) Limited has one of the largest private coach operations in Scotland with a fleet of 70 vehicles involved in continental and UK contract work, private hire, express and local services.

The Company is part of the Park's Group which is involved in property development and in the motor trade with franchises for Mazda, Daihatsu, Ford, Vauxhall, Toyota, BMW, Honda, Citroen and Suzuki.

**THE  
POSITION**

The Traffic Manager assumes total responsibility for the day to day management of Traffic operations and personnel.

**THE  
PERSON**

The successful candidate will have a proven track record in Traffic Management and possess the man management skills and enthusiasm required to coordinate and motivate staff.

**THE  
REWARD**

Good career prospects are on offer together with an attractive remuneration package including competitive salary, company car, contributory pension scheme, private medical insurance and, where necessary, assistance towards relocation.

Applications in writing, enclosing C.V. to:

**Mrs. Isobel Dick  
Park's of Hamilton (Holdings) Limited  
Park House  
20 Bothwell Road  
HAMILTON  
ML3 0AY**

(13571/SV)



0733 898111

**CLASSIFIED  
MARKETPLACE**

0733 898111

# SELL YOUR VEHICLE FAST IN COACHMART!

**The no.1 for bus & coach sales!****3 WAYS TO SELL IT FAST**

## 1. STANDARD POSITION

*Is like this!***FORD**

1982 R1114 DUPLX MK IV, curtains,  
side lockers, Telma, twin tanks, radio,  
pa, cassette, double glazed, very good  
condition, MOT April 1991 £14,000  
Tel: 0733 898111

SELL YOUR VEHICLE  
FOR ONLY  
50p PER WORD!

**FROM £12.50 + VAT**

Minimum 25 words  
Tel: 0733 898111

## 2. BARGAIN BUS

**BARGAIN BUS***Is like this!*

BEDFORD 466  
Plaxton body, MOT and  
taxed reduced for  
quick sale.  
£4,000

MAKE YOUR VEHICLE A  
BARGAIN BUY!

ONLY £25.00 +VAT (Maximum  
25 words)  
TEL: 0733 898111

## 3. PICTURE COACH

*Is like this!*

DISPLAY YOUR  
VEHICLE PLUS UP  
TO 30 WORDS!  
ONLY £55.00 + VAT  
Tel: 0733 898111

**THE BETTER YOU TELL IT - THE FASTER YOU CAN SELL IT!**

1. Choose your advertisement style (please tick)

**A STANDARD POSITION**

minimum 25 words

☐ x 50p = £ ☐

No of words

+ VAT

**B BARGAIN BUS**

☐ x £25 = £ ☐

No of weeks

+ VAT

**C PICTURE COACH**

☐ x £55 = £ ☐

No of weeks

+ VAT

**D BOX NUMBER**

☐ x £8 = £ ☐

No of weeks

+ VAT

2. What is the best classification for your advertisement? \_\_\_\_\_

3. ▼ Start your advertisement here - one word per box - minimum 25 words - PLEASE WRITE CLEARLY IN BLOCK CAPITALS


4. Your Name

Company Name

Address

Postcode

Tel:

5. I enclose a cheque/postal order for £ \_\_\_\_\_

Payable to Coachmart, or please debit my Acces/Visa card

No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐



# Redbridge

**ENGINES  
TRANSMISSIONS  
REAR AXLES**



**WAKEFIELD  
ENGINE  
PRODUCTION  
FACILITY**

**NORTHERN AREA  
0924 369946  
WEST YORKSHIRE**

**SOUTHERN AREA  
081-561 7566  
HEATHROW**

## **QUALITY PREVIOUSLY OWNED VEHICLES FOR VIEWING AT WELLINGBOROUGH**

**1989 VOLVO B10M MARK 3 PLAXTON 3500**, 49/53 seats, radio/PA, tape, wired for TV & video, single glazing, toilet, drinks machine, driver's bunk and aircraft type lockers.

**1988 LAG PANORAMIC**, 'no extras machine', 49 seater, to full executive specification including additional fuel tank and Bosch alarm system.

**1988 DAF SB2305 DHS CAETANO ALGARVE**, 49/53 demountable toilet, 2 x TV, video, hot water boiler, courier seat, driver's bunk, carpets and curtains.

**1988 VOLVO B10M CAETANO ALGARVE**, 49/53 seats, centre toilet, tv & video, courier seat, double glazing and curtains.

**1986 LAG PANORAMIC** 'no extras machine', 49 seater, full specification, touring coach.

**1986 SETRA 215HD**, 49 recliners, centre sunken toilet, Cont steps, powered Cont door, wired for water boiler, video equipment, fridge, radio PA & tape, carpet to saloon, centre aisle, curtains to side windows, finished in white with the usual 'Setra' extras.

**1984 MERCEDES V8 NEOPLAN CLUBLINER**, 59 seater, radio, PA, tape, 2 TV & video, 2 tables, curtains, blinds, tinted glass, Webasto, power door, Cont door, toilet, water heater, courier seat, coffee machine, kitchen, side lockers and soft trim. New MoT

**1984 BOVA EUROPA MARK 3**, 49 recliners, ZF reconditioned gearbox, new clutch, 265 bhp, toilet, TV/video equipment, Webasto, Nomad drinks machine, carpets, curtains, courier seat, radio/PA & tape and plug door, repainted in white.

**1983 LEYLAND TIGER 245 Plaxton 3500**, 48 recliners, semi-automatic gearbox, Eberspacher heater, radio/PA & tape, TV & video, carpets, curtains, tinted glass, power door, Cont door, toilet, water heater and soft trim.

**1982 NEOPLAN CITYLINER MERCEDES V8**, 49 seater, TV and video, coffee machine, driver's bunk, centre sunken toilet, curtains, new MoT.

**1982 DAF PLAXTON SUPREME V**, 47 seater, radio, PA, tape, TV/video, tinted glass, power door, toilet, water heater, courier seat, coffee machine and side lockers.

**1980 DAF MB200 DKTL PLAXTON SUPREME IV**, 57 reclining seats, radio, PA and tape system.

**1978 LEYLAND LEOPARD PLAXTON VIEWMASTER**, 53 seats, semi automatic, re-trimmed seats, Paramount front, radio/PA, tape, wired for video, Telma, power door, single glazing, curtains and thru side lockers.

**LAG  
BUS**  
L I M I T E D

**DURING OFFICE HOURS CONTACT: (0933) 440221  
AFTER HOURS AND WEEKENDS CONTACT:**

Malcolm J. Watkins **(0568) 84637** or **(0836) 349938**, West, Wales, South West, Midlands, North West Scotland.

John Dover **(084421) 7994** or **(0836) 280951**, East, London, South East, North East Scotland.

**VAUX ROAD, FINEDON ROAD INDUSTRIAL ESTATE, WELLINGBOROUGH, NORTHANTS NN8 4TC.**



# Hughes DAF

PLAXTON  
COACH & BUS

IKARUS

VANHOOL

Duple  
International

OPTARE  
BUS MANUFACTURER

## QUALITY USED VEHICLES

### DAF

1989 G	SB220	OPTARE DELTA	47
1989 G	SB220	OPTARE DELTA	49C
1989 F	MB 230 LB	PLAXTON 3500**	53R
1989 F	MB 230 LT	PLAXTON 3500**	53R
1989 F	SB 3000	VAN HOOLALIZEE LOW DRIVER	51R + TOILET
1989 F	MB 230 LT	VAN HOOLALIZEE SH	53R + TOILET
1988 F	MB 230 LB	PLAXTON 3500**	51R + TOILET
1988 E	SB 2305	VAN HOOLALIZEE LOW DRIVER	51R + TOILET
1988 E	MB 230 LB	VAN HOOLALIZEE 'H'	51R + TOILET
1988 E	MB 230 LT	VAN HOOLALIZEE SH	53R + TOILET
1988 E	MB 230 LT	PLAXTON 3500 **	53R
1988 E	SB 3000	VAN HOOLALIZEE SH	49R + TOILET
1987 E	MB230 FL	PLAXTON 3500 **	55R
1987 E	MB 230 LB	VAN HOOLALIZEE 'H'	53R
1987 D	MB 230	VAN HOOLALIZEE 'SH'	55R
1987 D	MB 230	PLAXTON 3500**	53R + TOILET
1987 D	DHTD 2300	PLAXTON 3200	57
1986 D	DHTD 2300	PLAXTON 3200 LOW DRIVER	55E
1986 C	MB200 FL	LAG GALAXY	49R + TOILET
1986 C	MB 230	DUPLE 340 SLX	52R + TOILET
1986 C	MB200 VL	DUPLE CARIBBEAN	53R
1985 B	MB200 FL	DUPLE LASER II	53R
1983 Y	MB200 TL	ALPHA	53R
1983 Y	MB 200	VAN HOOLALIZEE	48R + TOILET
1981 W	MB 200	PLAXTON SUPREME IV	53R

### BOVA

1982 Y	BOVA EUROPA	49R + TOILET
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### VOLVO

**EX LIVERPOOL TEAM COACH**  
1983 PP VOLVO B10M PLAXTON 3500 36 REC + TOILET, TABLES  
AND LAMPS, FRIDGE, SERVERY, TV, VIDEO AND CENTRE PARTITION  
**NUMEROUS OTHER EXTRAS**

1987 D	VOLVO B10M	PLAXTON 3500 **	51R + TOILET
1984 PP	VOLVO B10M	VAN HOOLASTRAL	58R + TOILET

### BRISTOL

1978 S	BRISTOL LHS	PLAXTON SUPREME	35
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### BEDFORD

1981 W	BEDFORD YNT	DUPLE DOMINANT III	53
1981 W	BEDFORD YMT	DUPLE DOMINANT	53
1980 V	BEDFORD PJK	PLAXTON SUPREME	29
1977 S	BEDFORD YLQ	DUPLE DOMINANT	45
1977 R	BEDFORD YMT	PLAXTON SUPREME	53
1975 N	BEDFORD YRQ	PLAXTON ELITE	45

### LEYLAND

1984 A	LEYLAND TIGER 245	LAG GALAXY	49R + TOILET
1981 W	LEYLAND LEOPARD	PLAXTON SUPREME	53R

## Hughes DAF HIRE

### SHORT OF VEHICLES FOR PEAK PERIODS?

WHY NOT HIRE COACHES LIKE THIS  
BY THE DAY, WEEK, MONTH OR YEAR?

- UNDER YOUR CONTROL •
- WITH YOUR DRIVERS •
- WITH YOUR QUALITY OF SERVICE •



## Hughes DAF

### VISIT OUR SHOWROOM

Lodge Garage, Whitehall Road West,  
Cleckheaton, West Yorkshire, BD19 4BJ.



**FOR FULL DETAILS TELEPHONE: 0274 681144**

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